SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

135

To Take Effect Tuesday, September 15, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*	R. L. RUBY, *Superintendent of Transportation.*	T. H. WILLIAMS, *Assistant General Manager.*	J. J. JORDAN, *Superintendent.*

EASTWARD

San Francisco Subdivision.

Time Table No. 135

September 15, 1931

FIRST CLASS

Capacity of sidings and spurs in car lengths	28	156	214	212	210	152	208	206	146	204	142	138	502	84	72	136	32	30	134	Distance from San Francisco	STATIONS
	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Redwood	Daylight	Passenger	Passenger	Passenger	Passenger		
	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUN. & HOLIDAYS ONLY	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily		
San Francisco Terminal Yard BKWOIT YP	3.05 PM	2.15 PM	2.15 PM	1.45 PM	1.30 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	11.15 AM	11.00 AM	9.30 AM		8.05 AM	8.00 AM	7.00 AM	6.00 AM	2.30 AM	12.01 AM	0.0	TO-R SAN FRANCISCO 1.9
				f																1.9	23D STREET 0.3
																				2.2	ARMY STREET 0.9
P																f				3.1	14TH AVE. 2.1
BKWO ITP	3.14	f 2.24	f2.24	f 1.55	1.39	f 1.24	1.09	12.39	f12.24	f11.24	f11.10	f 9.39		f8.14	8.09	s 7.10	f 6.09	f 2.40	f12.10	5.2	BAYSHORE 1.3
												f				f		f	f	6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWER 1.7
												f		s		s	s			8.6	BUTLER ROAD 0.7
	3.19	s 2.30	s2.30	s 2.01	s 1.44	s 1.30	1.14	s12.45	s12.30	s11.30	s11.17	s 9.45		s8.20	8.14	s 7.18	s 6.16	s 2.47	s12.16	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	3.22	f 2.33	f2.33	s 2.04	1.47	s 1.34	1.17	f12.48	f12.33	f11.33	s11.21	s 9.48		s8.24	8.17	s 7.22	s 6.20	s 2.51	s12.19	11.0	SAN BRUNO 1.1
		f	f	f		f		f	f	f	f	f		f		f	f	f	f	12.1	LOMITA PARK 1.6
51 Center P		f	f	f 2.09		f 1.39	1.21	f12.53	f12.38	f11.38	f11.26	f 9.52		f		f 7.28	s 6.26	f 2.56	f12.24	13.7	MILLBRAE 1.5
52 Spur P		s	s	s	s	s	s	s	s	s	s	s		s		s	s	s	s	15.2	BROADWAY 1.1
60 Spur P		s 2.44	s2.41	s 2.13	s 1.55	s 1.45	s 1.25	s12.58	s12.43	s11.43	s11.33	s 9.58		s8.36		s 7.34	s 6.35	s 3.01	s12.28	16.3	BURLINGAME 1.6
91 Center WP	3.30	s 2.48	s2.45	s 2.17	s 1.59	s 1.49	s 1.29	s 1.02	s12.47	s11.47	s11.37	s10.02		s8.40		s 7.38	s 6.40	s 3.05	s12.32	17.9	SAN MATEO 1.0
		f	f	f	f	f		f	f	f	f	f		f		f	f	f	f	18.9	LESLIE 0.8
14 Spur P																		f		19.7	ROMAC 0.6
		f	f	f		f		f	f		f	f		f		f	f	f	f	20.3	BERESFORD 1.6
28 Spur P		f	f	s		s		f	f	f	s	s		s		s	s	f	s	21.9	BELMONT 1.3
51 Center P		s 3.00	s2.55	s 2.27		s 1.59		s 1.11	s12.57	f11.57 AM	s11.47	s10.11		f8.48		s 7.49	s 6.50	f 3.16	s12.40	23.2	SAN CARLOS 2.2
Yard		s 3.05	s2.59	s 2.31	s 2.10	s 2.03	s 1.39	s 1.15	s 1.01	s12.01 PM	s11.52	s10.15		s8.52		s 7.53	s 6.57	s 3.21	s12.44	25.4	REDWOOD CITY 0.8
WIYP	3.40	3.07	3.01	2.33	2.12	2.05	1.41	1.17	1.03	12.03	11.54	10.17		8.54	8.35	7.55	6.59	3.23	12.46	26.2	R REDWOOD JCT. 1.6
51 Center		f	f	f 2.36	f 2.15	f	s 1.44	f 1.20	f 1.06	f	f11.57 AM	f		f8.57		f	f	f 3.26	s12.49	27.8	ATHERTON 1.1
41 Spur P		s	s	s	s	s	s	s	s	f	s	s		s		s	s	s	s	28.9	MENLO PARK 1.2
51 Spur P		s 3.16	s3.11	s 2.41	s 2.20	s 2.14	s 1.49	s 1.26	s 1.11	s12.11	s12.04 PM	s10.26		s9.03		s 8.05	s 7.12	s	s12.55	30.1	PALO ALTO 1.7
53 Center KWYP	3.47	s 3.20	s3.15	s 2.45	s 2.24	s 2.17	s 1.53 PM	s 1.30	s 1.15	s12.15	s12.09	s10.29		s9.06	8.42	s 8.09	s 7.15	s 3.35	f12.58	31.8	R MAYFIELD 3.0
										f	f					f	f	f	f	34.8	CASTRO 1.3
51 Center P		s 3.30	s3.22	s 2.51	s 2.30	s 2.23	Via Los Altos	s 1.36	s 1.21	s12.21	s12.17	s10.36	Via Newark	s9.12		s 8.16	s 7.22	s 3.44	f 1.04	36.1	MOUNTAIN VIEW 2.7
77 Spur P		s 3.35	s3.27	s 2.56	s 2.35	s 2.28		s 1.41	s 1.26	s12.26	s12.22	s10.41		s9.16		s 8.21	s 7.28	s	f 1.08	38.8	SUNNYVALE 2.0
50 Center		f	f	f	f	f		f	f	f	f12.27	f		f9.19		f 8.24	f 7.32	f 3.53	f	40.8	LAWRENCE 3.5
San Jose Term. Yard IP		s 3.43	s3.34	s 3.03	s 2.42	s 2.38		s 1.48	s 1.33	s12.33	s12.32	s10.49	9.30 AM	s9.26		s 8.30	s 7.39	s 3.59	f 1.15	44.3	R SANTA CLARA 0.9
KP																				45.2	SAN JOSE YARD 0.5
IP		f	f	f	f	f		f	f	f	f		f	f9.30 AM		f	f	f	f	45.7	R COLLEGE PARK 1.2
BKW OITP	s4.06 PM	s 3.50 PM	s3.40 PM	s 3.10 PM	s 2.50 PM	s 2.45 PM		s 1.55 PM	s 1.40 PM	s12.40 PM	s12.40 PM	s10.55 AM	s 9.35 AM	Via West San Jose	s 9.02 AM	s 8.37 AM	s 7.45 AM	s 4.05 AM	s 1.20 AM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUN. & HOLIDAYS ONLY	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(1.01) 46.13	(1.35) 29.62	(1.25) 33.11	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.25) 33.11	(1.40) 28.14	(1.25) 33.11	(0.05) 31.20	(1.25) 32.25	(1.02) 45.39	(1.37) 29.01	(1.45) 26.80	(1.35) 29.62	(1.19) 35.62		........Time over District ....Average Speed per Hour

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Register at Santa Clara located in interlocking tower.

Additional Stations
Paul Ave., MP 4.1
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Pumork (Spur) MP 22.7
Fremont (Spur) MP 29.3

☞ **NOTE.**—See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply Redwood Junction, located on Western Division line.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
146	Paul Ave.	Receive or Discharge	Any Station	Any Station	Saturday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
152	Visitacion	Receive or Discharge	Any Station	Any Station	Sunday
28	San Mateo Palo Alto	Receive	Beyond San Jose		Daily

Time Table No. 135

September 15, 1931

San Francisco Subdivision.

WESTWARD

FIRST CLASS

STATIONS	Distance from San Jose	503	133	135	203	137	139	141	143	101	145	147	177	149	151	153	75	73	81	155	205
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Passenger	Santa Cruz	Passenger	Passenger
		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI-DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI-DAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9		s 6.20AM	s 7.15AM	s 7.25AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.10AM	s 8.15AM	s 8.20AM	s 8.25AM	s 8.33AM	s 8.40AM	s 9.00AM	s 9.10AM	s 9.15AM		s 9.40AM	s 10.10AM	s 10.10AM
23D STREET 0.3	45.0		s	s		s	s	s													
ARMY STREET 0.9	44.7																				
14TH AVE. 2.1	43.8		s	s																	
BAYSHORE 1.3	41.7		s 6.07	s 7.02	f 7.16	s 7.18	s 7.32	s 7.48	8.00	8.05	8.10	8.16	8.24	8.31	8.51	9.01	9.06		9.31	s 10.00	f 10.01
VISITACION 0.4	40.4			f																	
R VISITACION TOWER 1.7	40.0																				
BUTLER ROAD 0.7	38.3			s																	
SO. SAN FRANCISCO 1.1	37.6		s 6.01	s 6.54	s 7.10	s 7.12	s 7.25	s 7.42	s 7.54	7.59	8.04	8.10	s 8.18	8.25	s 8.45	s 8.55	9.00		9.25	s 9.54	s 9.55
TANFORAN WYE 0.6	36.5																				
SAN BRUNO 1.1	35.9		s 5.57	s 6.50	f 7.07	s 7.08	s 7.21	7.39	s 7.49	7.56	8.01	8.07	8.14	s 8.22	s 8.41	s 8.52	8.57		9.22	s 9.49	f 9.52
LOMITA PARK 1.6	34.8		s	s	f	f	s		s					s	s	s				s	f
MILLBRAE 1.5	33.2		f 5.51	s 6.43	f		s 7.15		s 7.42			s				f			9.18	f 9.43	f
BROADWAY 1.1	31.7		s	s	s	s	s	s	s				s	s	s	s				s	s
BURLINGAME 1.6	30.6		s 5.46	s 6.38	s 6.57	s 6.57	s 7.09	s 7.30	s 7.36	s 7.46			s 8.04	s 8.12	s 8.31	s 8.42	s			s 9.36	s 9.42
SAN MATEO 1.0	29.0		s 5.42	s 6.34	s 6.53	s 6.53	s 7.05	s 7.26	s 7.32				s 8.00	s 8.08	s 8.27	s 8.38	8.45		9.12	s 9.31	s 9.38
LESLIE 0.8	28.0		s		f	f	s		s 7.29				s		s					f	f
ROMAC 0.6	27.2																				
BERESFORD 1.6	26.6		f	f	f				f					f						f	f
BELMONT 1.3	25.0		f	s	f	s 6.45	s	s			s				s	s 8.32				s 9.23	f
SAN CARLOS 2.2	23.7		s 5.31	f 6.23	f 6.43	f 6.42	s 6.53	s 7.15	s 7.21					s 8.00	s 8.16	f 8.29			9.05	s 9.20	f 9.28
REDWOOD CITY 0.8	21.5		s 5.27	s 6.19	s 6.38	s 6.37	s 6.49	s 7.10	s 7.17			s 7.46		s 7.56	s 8.11	s 8.25				s 9.16	s 9.24
R REDWOOD JCT. 1.6	20.7		5.25	6.17	6.36	6.35	6.47	7.08	7.15	7.33	7.42	7.44	7.46AM	7.54	8.09	8.23	8.34		9.00	9.14	9.22
ATHERTON 1.1	19.1		f 5.22	f 6.14	f		s 6.44		s 7.12					s 7.51	s 8.06	f 8.20				s 9.11	f
MENLO PARK 1.2	18.0		s	s	f	s	s	s	s					s	s	s				s	f
PALO ALTO 1.7	16.8		s 5.16	s 6.09	s 6.28	s 6.27	s 6.38	s 7.00	s 7.06	s 7.26	s 7.36			s 7.45	s 8.00	s 8.15	s		s	s 9.05	s 9.14
R MAYFIELD 3.0	15.1		s 5.08	s 6.05	f 6.25	6.24	s 6.34	6.56	s 7.02	7.23	7.33	7.36AM		s 7.41	s 7.56	s 8.11	8.23		8.50AM	s 9.00	s 9.11
CASTRO 1.3	12.1								f												
MOUNTAIN VIEW 2.7	10.8	Via Newark	s 5.02	s 5.59	f	s 6.18	s 6.28	s 6.50	s 6.55	7.18	s 7.27	Via Los Altos		s 7.35	s 7.49	s 8.05		Via Newark	Via Los Altos	s 8.54	s 9.04
SUNNYVALE 2.0	8.1		f 4.58	s 5.54	f	s 6.13	s 6.23	s 6.45	s 6.49		s 7.22				s 7.43	s 8.00				s 8.49	s
LAWRENCE 3.5	6.1		f 4.55	f 5.51	f	f 6.10			f 6.46	7.13				f 7.28		f 7.56				f 8.46	f 8.55
R SANTA CLARA 0.9	2.6	s 4.48AM	f 4.50	s 5.46	s 6.06	f 6.05	s 6.15	s 6.37	s 6.41					s 7.22	s 7.36	s 7.51		f 8.14AM		s 8.41	s 8.50
SAN JOSE YARD 0.5	1.7																				
R COLLEGE PARK 1.2	1.2	f	f	f	f			f						f	f	f				f	f
TO-R SAN JOSE	0.0	4.43AM	4.45AM	5.40AM	6.00AM	6.00AM	6.10AM	6.30AM	6.35AM	7.05AM	7.10AM			7.15AM	7.30AM	7.45AM	8.05AM	8.08AM		8.35AM	8.45AM
(46.9)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLI-DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLI-DAYS ONLY
Time over District......... Average Speed per Hour.........		(0.05) 31.20	(1.35) 29.62	(1.35) 29.62	(1.25) 33 11	(1.30) 31.27	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.10) 40.20	(1.10) 40.20	(0.49) 38.94	(0.47) 33.45	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.10) 40.20	(0.06) 26.00	(0.50) 38.16	(1.35) 29.62	(1.25) 33.11

Automatic Block System

Double Track

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7
- Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞NOTE.—See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
139	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily
147	San Mateo Burlingame Broadway	Receive or Discharge	Any Station	Any Station	Holidays

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
203 149	Any Station not schedule stop	Receive or Discharge	Any Station	Any Station	Sunday and Holidays
101	Any Station	Discharge		Yuma	Daily
81	San Bruno	Discharge		Any Station	Funeral parties

EASTWARD

San Francisco Subdivision.

Time Table No. 135

September 15, 1931

FIRST CLASS

	Capacity of sidings and spurs in car lengths	557	102	188	222	186	184	182	180	178	176	220	174	172	218	168	164	82	216	160	Distance from San Francisco		STATIONS	
		Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Passenger	Passenger				
		Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT. & SUNDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SATURDAY	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS				
San Francisco Terminal Yard	BKWOIT YP		6.45PM	6.20PM	6.20PM	5.50PM	5.35PM	5.26PM	5.22PM	5.18PM	5.15PM	5.03PM	5.03PM	4.50PM	4.30PM	4.20PM	4.10PM	4.00PM	3.30PM	3.15PM	0.0	Automatic Block System	TO-R SAN FRANCISCO 1.9	Double Track
				f 6.25	f		s					f	f	s	f	f					1.9		23D STREET 0.3	
				f 6.26	f							f									2.2		ARMY STREET 0.9	
	P			f	f							f		f	f	f					3.1		14TH AVE. 2.1	
	BKWO ITP		6.54	f 6.30	f 6.30	f 5.59	5.45	5.35	5.31	5.27	5.24	f 5.14	5.12	s 5.01	f 4.40	s 4.31	4.19	4.09	3.39	3.24	5.2		BAYSHORE 1.3	
				f	f																6.5		VISITACION 0.4	
	IP																				6.9		R VISITACION TOWER 1.7	
												f		f	f	f					8.6		BUTLER ROAD 0.7	
			7.00	s 6.36	s 6.37	s 6.05	s 5.50	s 5.41	5.36	5.32	5.29	s 5.20	5.16	s 5.08	s 4.46	s 4.38	4.24	4.14	s 3.45	s 3.30	9.3		SO. SAN FRANCISCO 1.1	
	Y																				10.4		TANFORAN WYE 0.6	
	P		7.03	s 6.40	s 6.40	s 6.09	s 5.54	s 5.44	5.39	5.35	5.32	s 5.24	5.19	s 5.12	f 4.49	s 4.42	4.26	4.17	f 3.48	s 3.34	11.0		SAN BRUNO 1.1	
				f	f	s	s	s				f	s		f	f			f	f	12.1		LOMITA PARK 1.6	
	51 Center P			f	f	f	s					f	s		f	f			f	f	13.7		MILLBRAE 1.5	
	52 Spur P			s	s	s	s	s				s	s	s	s	s			s	s	15.2		BROADWAY 1.1	
	60 Spur P		s 7.11	s 6.50	s 6.49	s 6.20	s 6.06		s 5.46			s 5.35	s 5.29	s 5.20	s 4.57	s 4.54			s 3.57	s 3.44	16.3		BURLINGAME 1.6	
	91 Center			s 6.54	s 6.53	s 6.24	s 6.10	s 5.58	s 5.50			s 5.39	s 5.33	s 5.24	s 5.01	s 4.59	4.34	4.25	s 4.01	s 3.48	17.9		SAN MATEO 1.0	
	WP			f	f	s	s		s			f			f	f			f	f	18.9		LESLIE 0.8	
	14 Spur P																				19.7		ROMAC 0.6	
				f	f	f	f					f	f			f			f	f	20.3		BERESFORD 1.6	
	28 Spur P			s	f	s	f	s				f		s	f	s			f	f	21.9		BELMONT 1.3	
	51 Center P			s 7.06	s 7.01	s	s		s		5.45	s 5.49		s	f 5.09	s 5.10			f 4.09	s 4.00	23.2		SAN CARLOS 2.2	
Yard				s 7.10	s 7.05	s 6.40	s 6.24	s 6.09	s 6.03	s 5.51		s 5.53	s 5.43	s 5.37	s 5.13	s 5.14	s 4.44		s 4.13	s 4.05	25.4		REDWOOD CITY 0.8	
	WIYP		7.24	7.12	7.07	6.42	6.26	6.11	6.05	5.53	5.50	5.55	5.45	5.39	5.15	5.16	4.46	4.35	4.15	4.07	26.2		R REDWOOD JCT. 1.6	
	51 Center			f	f	f	f	s		s		f 5.58	s		f	s			f 4.18	f 4.10	27.8		ATHERTON 1.1	
	41 Spur P			s	f	s	s	s		s		s	s		f	s			f	s	28.9		MENLO PARK 1.2	
	51 Spur P		s 7.31	s 7.21	s 7.16	s 6.50	s 6.35	s 6.19	s 6.12	s 6.01	s 5.57	s 6.05		s 5.46	s 5.24	s 5.25	s 4.51		s 4.24	s 4.16	30.1		PALO ALTO 1.7	
	53 Center KWYP		7.34	s 7.25	s 7.19	s 6.54	s 6.39	s 6.23	s 6.16	s 6.05PM		s 6.09		s 5.50	s 5.27	s 5.29	s 4.54	s 4.42PM	s 4.27	s 4.20	31.8		R MAYFIELD 3.0	
						f						f			f	f				f	34.8		CASTRO 1.3	
	51 Center P			s 7.31	s 7.26	s 7.00	s 6.45	s 6.31	s 6.23	Via Los Altos	s 6.05	s 6.16			s 5.33	s 5.36		Via Los Altos	s 4.33	s 4.28	36.1		MOUNTAIN VIEW 2.7	
	77 Spur P			f 7.36	f 7.30	f 7.05	f 6.50	f 6.36	s 6.28		s 6.10	s 6.21			s 5.37	s 5.41			s 4.37	s 4.33	38.8		SUNNYVALE 2.0	
	50 Center			f 7.40	f		f					f			f	f			f	f	40.8		LAWRENCE 3.5	
San Jose Term. Yard	IP	8.13PM		f 7.45	f 7.38	f 7.14	f 6.58	f 6.44	s 6.37			s 6.30	s 6.12		s 5.44	s 5.50			s 4.44	s 4.43	44.3		R SANTA CLARA 0.9	
	KP																				45.2		SAN JOSE YARD 0.5	
	IP			f	f		f		f			f	s		f	f				f	45.7		R COLLEGE PARK 1.2	
	BKW OITP	s 8.18PM	s 7.55PM	s 7.50PM	s 7.45PM	s 7.20PM	s 7.05PM	s 6.51PM	s 6.45PM		s 6.25PM	s 6.36PM	s 6.18PM	s 6.12PM	s 5.50PM	s 5.58PM	s 5.15PM		s 4.50PM	s 4.50PM	46.9		TO-R SAN JOSE	
		Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SATURDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS			(46.9)	
		(0.05) 31.20	(1.10) 40.20	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.23) 33.90	(0.47) 40.60	(1.10) 40.20	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.20) 35.18	(1.38) 28.71	(1.05) 43.29	(0.42) 45.43	(1.20) 35.18	(1.35) 29.62			..........Time over District ....Average Speed per Hour	

☞NOTE.—See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply at Redwood Jct. located on Western Division line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
174	Any Station	Receive or Discharge	Any Station	Any Station	Sunday
180	Any Station	Receive or Discharge	Any Station	Any Station	Saturday
82	Palo Alto	Receive	Any Station		Friday
82	Palo Alto	Receive or Discharge		Any Station	Saturday
172-220	Paul Ave.	Receive or Discharge		Any Station	Daily

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations	Paul Ave. MP 4.1 Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Pumork (Spur) MP 22.7 Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

San Francisco Subdivision.

WESTWARD

Time Table No. 135

September 15, 1931

FIRST CLASS

Automatic Block System

Double Track

STATIONS	Distance from San Jose	69	159	207	163	27	167	169	171	209	175
		Coaster	Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger
		Arrive Daily	Arrive Daily	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 10.45AM	s 11.05AM	s 12.05PM	s 12.10PM	s 12.15PM	s 1.30PM	s 3.00PM	s 4.05PM	s 4.10PM	s 5.05PM
23D STREET 0.3	45.0							f			
ARMY STREET 0.9	44.7										
14TH AVE. 2.1	43.8										
BAYSHORE 1.3	41.7	10.36	10.55	f 11.55AM	f 11.59AM	12.06	1.21	f 2.49	f 3.56	f 4.00	f 4.56
VISITACION 0.4	40.4										
R VISITACION TOWER 1.7	40.0										
BUTLER ROAD 0.7	38.3										f
SO. SAN FRANCISCO 1.1	37.6	10.30	s 10.49	s 11.49	s 11.52	12.01PM	s 1.15	s 2.43	s 3.50	s 3.54	s 4.48
TANFORAN WYE 0.6	36.5										
SAN BRUNO 1.1	35.9	10.27	f 10.45	f 11.45	s 11.47	11.57AM	s 1.10	s 2.39	s 3.46	f 3.50	s 4.44
LOMITA PARK 1.6	34.8		f	f	f		f	f	f	f	f
MILLBRAE 1.5	33.2		f 10.40	f	f 11.42		f 1.05	f 2.34	f	f	f
BROADWAY 1.1	31.7		s	s	s		s	s	s	s	s
BURLINGAME 1.6	30.6	s 10.19	s 10.35	s 11.35	s 11.36		s 1.01	s 2.30	s 3.36	s 3.42	s 4.36
SAN MATEO 1.0	29.0	s 10.15	s 10.31	s 11.31	s 11.31	11.48	s 12.57	s 2.26	s 3.32	s 3.38	s 4.32
LESLIE 0.8	28.0		f	f	f		f	f	f	f	f
ROMAC 0.6	27.2										
BERESFORD 1.6	26.6		f	f	f		f	f	f	f	f
BELMONT 1.3	25.0		f	f	s		f	s	s	f	f
SAN CARLOS 2.2	23.7		s 10.21	f 11.20	s 11.20		s 12.48	s 2.17	s 3.21	f 3.28	s 4.21
REDWOOD CITY 0.8	21.5	s 10.05	s 10.17	s 11.16	s 11.16		s 12.44	s 2.13	s 3.16	s 3.24	s 4.16
R REDWOOD JCT. 1.6	20.7	10.03	10.15	11.14	11.14	11.38	12.42	2.11	3.14	3.22	4.14
ATHERTON 1.1	19.1		f	f	f 11.11		f	f	f	f	f
MENLO PARK 1.2	18.0		s	f	s		s	s	s	f	s
PALO ALTO 1.7	16.8	s 9.55	s 10.07	s 11.05	s 11.05		s 12.33	s 2.02	s 3.05	s 3.13	s 4.05
R MAYFIELD 3.0	15.1	9.52	s 10.03	f 11.01	s 11.01	11.31	s 12.29	s 1.58	s 3.01	s 3.09	s 4.01
CASTRO 1.3	12.1				f						
MOUNTAIN VIEW 2.7	10.8		s 9.58	f	s 10.55		s 12.24	s 1.53	s 2.54	f 3.04	s 3.54
SUNNYVALE 2.0	8.1		s	f	s 10.50		s 12.19	s 1.48	s 2.48	f 2.59	s 3.48
LAWRENCE 3.5	6.1		f 9.50	f	f		f	f	f	f	f
R SANTA CLARA 0.9	2.6		s 9.45	s 10.41	s 10.41		s 12.10	s 1.40	s 2.41	s 2.50	s 3.41
SAN JOSE YARD 0.5	1.7										
R COLLEGE PARK 1.2	1.2			f	f		f	f	f	f	f
TO-R SAN JOSE	0.0	9.35AM	9.40AM	10.35AM	10.35AM	11.13AM	12.05PM	1.35PM	2.35PM	2.45PM	3.35PM
(46.9)		Leave Daily	Leave Daily	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily
Time over District Average Speed per Hour		(1.10) 40.20	(1.25) 33.11	(1.30) 31.27	(1.35) 29.62	(1.02) 45.39	(1.25) 33.11	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.30) 31.27

STATIONS	Distance from San Jose	31	181	211	183	179	71	85	77	191
		Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Redwood	Passenger	Passenger
		Arrive Daily	Arrive Daily	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 5.35PM	s 6.15PM	s 7.15PM	s 7.20PM	s 7.55PM	s 8.30PM	s 9.30PM	s 10.25PM	s 11.20PM
23D STREET 0.3	45.0	f		f						f
ARMY STREET 0.9	44.7									
14TH AVE. 2.1	43.8									
BAYSHORE 1.3	41.7	f 5.25	6.05	f 7.05	f 7.10	7.45	8.20	9.20	10.15	s 11.10
VISITACION 0.4	40.4	f								
R VISITACION TOWER 1.7	40.0									
BUTLER ROAD 0.7	38.3	f						f		f
SO. SAN FRANCISCO 1.1	37.6	s 5.18	s 5.59	s 6.59	s 7.03	s 7.39	8.15	f 9.14	10.09	s 11.03
TANFORAN WYE 0.6	36.5									
SAN BRUNO 1.1	35.9	s 5.13	s 5.55	f 6.55	f 6.59	f 7.36	8.12	f 9.11	10.06	f 11.00
LOMITA PARK 1.6	34.8		f	f	f	f				f
MILLBRAE 1.5	33.2	f 5.08	f 5.49	f 6.51	f 6.53					f
BROADWAY 1.1	31.7	s	s	s	s	s		s		s
BURLINGAME 1.6	30.6	s 5.03	s 5.44	s 6.46	s 6.49	s 7.26		s 9.02	s 9.59	s 10.50
SAN MATEO 1.0	29.0	s 4.58	s 5.40	s 6.42	s 6.45	s 7.22	8.04	s 8.58	s 9.56	s 10.46
LESLIE 0.8	28.0	f	f	f	f	f				f
ROMAC 0.6	27.2									
BERESFORD 1.6	26.6	f	f	f	f					f
BELMONT 1.3	25.0	s	f	f	s	f		f		f
SAN CARLOS 2.2	23.7	s 4.47	s 5.30	f 6.33	s 6.35	s 7.13		f 8.49		s 10.38
REDWOOD CITY 0.8	21.5	s 4.42	s 5.26	s 6.29	s 6.31	s 7.09		s 8.45	s 9.47	s 10.34
R REDWOOD JCT. 1.6	20.7	4.39	5.24	6.27	6.29	7.07	7.55	8.43	9.45	10.32
ATHERTON 1.1	19.1	f	f 5.21	f	s			f		f
MENLO PARK 1.2	18.0	s	s	f	s	s		f		s
PALO ALTO 1.7	16.8	s 4.31	s 5.17	s 6.18	s 6.20	s 6.57		s 8.35	s 9.37	s 10.25
R MAYFIELD 3.0	15.1	s 4.26	s 5.14	f 6.14	s 6.14	s 6.55	7.48	s 8.31	9.34	s 10.22
CASTRO 1.3	12.1	f		f	f					f
MOUNTAIN VIEW 2.7	10.8	s 4.18	s 5.08	f 6.09	s 6.09	s 6.49		s 8.25		s 10.16
SUNNYVALE 2.0	8.1	s 4.12	s 5.03	f 6.04	s 6.04	s 6.44		f 8.20		s 10.12
LAWRENCE 3.5	6.1	f	f	f	f	f				f
R SANTA CLARA 0.9	2.6	s 4.04	s 4.55	s 5.55	s 5.55	s 6.35		s 8.13		s 10.05
SAN JOSE YARD 0.5	1.7									
R COLLEGE PARK 1.2	1.2	f		f	f			8.10PM		
TO-R SAN JOSE	0.0	3.58PM	4.50PM	5.50PM	5.50PM	6.30PM	7.30PM	Via West San Jose	9.15PM	10.00PM
(46.9)		Leave Daily	Leave Daily	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour		(1.37) 29.01	(1.25) 33.11	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.00) 46.90	(1.20) 34.28	(1.10) 40.20	(1.20) 35.18

Additional Stations
- Paul Ave. MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7
- Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

☞NOTE.—See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
183	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
27	San Mateo Palo Alto	Discharge		Beyond San Jose	Daily
163	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
85	Any Station	Discharge		Beyond Los Gatos	Daily

EASTWARD San Francisco Subdivision. WESTWARD

	Capacity of sidings and spurs in car lengths	THIRD CLASS		FIRST CLASS							Distance from San Francisco	Time Table No. 135 September 15, 1931	Distance from San Jose	THIRD CLASS
		254	242	196	194	192	70	76	74	190		STATIONS		265
		Ogden and Portland Manifest	Fresno Mdse. Freight	Passenger	Passenger	Passenger	Coaster	Lark	Passenger	Passenger				Ogden Manifest
		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily
San Francisco Terminal Yard	BKWOIT YP			10.45PM	9.45PM	8.35PM	8.15PM	8.00PM		7.25PM	0.0	TO-R SAN FRANCISCO 1.9	46.9	
											1.9	23D STREET 0.3	45.0	
											2.2	ARMY STREET 0.9	44.7	
	P										3.1	14TH AVE. 2.1	43.8	
	BKWO ITP	11.00PM	7.00PM	f 10.54	f 9.54	f 8.44	8.24	8.09		f 7.34	5.2	BAYSHORE 1.3	41.7	1.45AM
											6.5	VISITACION 0.4	40.4	
	IP										6.9	R VISITACION TOWER 1.7	40.0	
											8.6	BUTLER ROAD 0.7	38.3	
				s 11.00	s 10.00	s 8.50	8.29	8.14		s 7.41	9.3	SO. SAN FRANCISCO 1.1	37.6	
	Y										10.4	TANFORAN WYE 0.6	36.5	
	P			s 11.03	s 10.03	s 8.53	8.32	8.17		s 7.45	11.0	SAN BRUNO 1.1	35.9	
				s	s	f				f	12.1	LOMITA PARK 1.6	34.8	
	51 Center P			f 11.08	f 10.08	f				f	13.7	MILLBRAE 1.5	33.2	
	52 Spur P			s	s	s				s	15.2	BROADWAY 1.1	31.7	
	60 Spur P			s 11.12	s 10.12	s 9.01		s 8.23		s 7.54	16.3	BURLINGAME 1.6	30.6	
	91 Center WP			s 11.17	s 10.16	s 9.05	8.41	8.26		s 7.58	17.9	SAN MATEO 1.0	29.0	
				f	f	f				f	18.9	LESLIE 0.8	28.0	
	14 Spur P										19.7	ROMAC 0.6	27.2	
				f	f	f				f	20.3	BERESFORD 1.6	26.6	
	28 Spur P			s	f	f				f	21.9	BELMONT 1.3	25.0	
	51 Center P			s 11.25	s 10.24	s 9.15				s 8.06	23.2	SAN CARLOS 2.2	23.7	
Yard				s 11.29	s 10.28	s 9.19				s 8.10	25.4	REDWOOD CITY 0.8	21.5	
	WIYP	12.15AM	7.50PM	11.31	10.30	9.21	8.50	8.35		8.12	26.2	R REDWOOD JCT. 1.6	20.7	1.04AM
	51 Center			s 11.34	f 10.33	f 9.24				f	27.8	ATHERTON 1.1	19.1	
	41 Spur P	Via Dumbarton	Via Dumbarton	s	s	s				s	28.9	MENLO PARK 1.2	18.0	Via Dumbarton
	51 Spur P			s 11.39	s 10.39	s 9.31		s 8.43		s 8.21	30.1	PALO ALTO 1.7	16.8	
	53 Center KWYP			s 11.42	s 10.42	s 9.35	9.01	8.46		s 8.24	31.8	R MAYFIELD 3.0	15.1	
											34.8	CASTRO 1.3	12.1	
	51 Center P			f 11.48	f 10.48	f 9.42			Via Newark	s 8.31	36.1	MOUNTAIN VIEW 2.7	10.8	
	77 Spur P			f 11.52	f 10.52	f 9.47				f 8.35	38.8	SUNNYVALE 2.0	8.1	
	50 Center			f	f	f				f 8.38	40.8	LAWRENCE 3.5	6.1	
San Jose Term. Yard	IP			f 11.59PM	f 10.59	f 9.54			8.49PM	f 8.43	44.3	R SANTA CLARA 0.9	2.6	
	KP										45.2	SAN JOSE YARD 0.5	1.7	
	IP			f	f	f				f	45.7	R COLLEGE PARK 1.2	1.2	
	BKW OITP			s 12.05AM	s 11.05PM	s 10.00PM	s 9.20PM	s 9.05PM	s 8.55PM	s 8.49PM	46.9	TO-R SAN JOSE	0.0	
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)		Leave Daily
		(1.15) 16.80	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.05) 43.29	(1.05) 43.29	(0.06) 26.00	(1.24) 33.50		..............Time over District.............. ....Average Speed per Hour..........		(0.41) 30.74

Automatic Block System

Double Track

Water supply Redwood Junction located on Western Division line.

☞NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.

Additional Stations
- Paul Ave., MP 4.1
- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Pumork (Spur) MP 22.7
- Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
70	San Mateo Palo Alto	Receive	Santa Barbara		Daily

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS 178	82	208	84	86	Distance from San Francisco		Time Table No. 135 September 15, 1931 Los Altos—College Park—Santa Cruz Branches STATIONS	Distance from Santa Cruz	FIRST CLASS 147	81	213	89	85
	Passenger	Santa Cruz	Passenger	Redwood	Passenger					Passenger	Santa Cruz	Passenger	Passenger	Redwood
	Leave Daily EX. SAT. & SUNDAY	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily
30 KWYP	6.06PM	4.44PM	1.55PM			31.8	TO-R	MAYFIELD 2.2	43.7	s 7.33AM	s 8.48AM			
	f		f			34.0		ALTA MESA 1.7	41.5	f	f			
22 Spur P	s 6.14	s 4.52	s 2.05			35.7		LOS ALTOS 1.8	39.8	s 7.26	s 8.41			
	s		s			37.5		SPRINGER ROAD 0.7	38.0	f				
	s		s			38.2		LOYOLA 1.5	37.3	f				
12 Spur	f		f			39.7		SIMLA 1.3	35.8	f				
	s 6.24	f 5.02	s 2.15	Via West San Jose	Via West San Jose	41.0		MONTA VISTA 2.8	34.5	f 7.15	f 8.33	Via West San Jose	Via West San Jose	Via West San Jose
	f	f	f			43.8		AZULE 1.4	31.7	f	f			
11	s 6.32	f 5.09	s 2.22			45.2		CONGRESS JCT. 0.9	30.3	f 7.06	f 8.25			
	f	f	f			46.1		SAN TOMAS 0.8	29.4	f	f			
	f	f	f			46.9		POLLARD ROAD 0.9	28.6	f	f			
	f	f	f			47.8		QUITO 0.3	27.7	f	f			
Term. Yard P	s 6.41	s 5.17	s 2.30	9.47AM	6.05AM	48.1 51.8	R	VASONA JCT. 0.3	27.4	s 7.01	s 8.19	s 3.00PM	s 7.10PM	s 7.55PM
8 Spur						52.1		BULWER 2.2	27.1					
67 WP	s 6.50PM	s 5.26	s 2.40PM	s 9.56	s 6.15AM	54.3	TO-R	LOS GATOS 1.8	24.9	6.55AM	s 8.12	2.50PM	7.00PM	s 7.48
				f		56.1		LYNDON 0.9	23.1		f			f
16 P		s 5.34		f 10.05		57.0		ALMA 1.5	22.2		s 8.03			f 7.38
		f		f		58.5		ALDERCROFT 1.5	20.7		f			f
20		5.42		f 10.13		60.0		EVA 0.3	19.2		f 7.55			f 7.29
P		f				60.3		CALL OF THE WILD 1.0	18.9					f
14 WP		s 5.47		s 10.17		61.3	TO	WRIGHT 2.1	17.9		s 7.52			s 7.25
7 P		s		f		63.4		LAUREL 1.4	15.8		f			f
24 P		f 5.58		f 10.28		64.8		GLENWOOD 1.0	14.4		f 7.42			f 7.15
						65.8		CLEMS 0.8	13.4					
13 P		6.03		10.33		66.6		TANK SIDING 0.8	12.6		7.37			f 7.10
5 Spur		f		f		67.4		ZAYANTE 1.2	11.8		f			f
9		f 6.08		f 10.38		68.6		MEEHAN 1.8	10.6		f 7.33			f 7.05
55 P		f		f 10.43		70.4		OLYMPIA 1.7	8.8		f			f
				f 10.47		72.1		MT. HERMON 0.3	7.1		f			f
9 34 WP		s 6.18		s 10.53		72.4	TO-R	FELTON 0.9	6.8		s 7.23			s 6.54
4		f		f 10.57		73.3		BIG TREES 2.1	5.9		f			f
24 P		f 6.26		f 11.02		75.4		RINCON 1.5	3.8		f 7.15			f 6.46
						76.9		GOLF LINKS 1.2	2.3					
18		f				78.1		EBLIS 0.3	1.1					f
				f		78.4		PARK STREET 0.8	0.8					
Term. Yd. BKWOTYP		s **6.35**PM		s 11.15AM		79.2	TO-R	SANTA CRUZ	0.0		7.05AM			**6.35**PM
	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY			(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT. & SUNDAY	Leave Daily
	(0.44) 25.64	(1.51) 23.62	(0.45) 25.07	(1.28) 18.68	(0.10) 15.00			Time over District Average Speed per Hour		(0.38) 29.68	(1.43) 25.45	(0.10) 15.00	(0.10) 15.00	(1.20) 20.55

Automatic Block System

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 86 superior to No. 147.
- No. 208 superior to No. 213.
- No. 178 superior to No. 89.

Telephone on Train Dispatcher's circuit located in Watchman's Cabin at Tunnel 5.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
147-178-208	Road crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily
147	Grant Road M. P. 38.9	Receive or Discharge	Any Station	Any Station	Daily
84-82-81-85	Eccles M. P. 70	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD

San Francisco Subdivision.

Time Table No. 135

September 15, 1931

FIRST CLASS

Capacity of sidings and spurs in car lengths	70 Coaster Leave Daily	76 Lark Leave Daily	102 Sunset Limited Leave Daily	28 Del Monte Leave Daily	72 Daylight Leave Daily	32 Passenger Leave Daily	30 Passenger Leave Daily	Distance from San Francisco		STATIONS	
Term. Yard BKWOITP	9.30PM	**9.10PM**	8.00PM	4.10PM	9.06AM	**8.00AM**	4.20AM	46.9	Automatic Block System	TO-R SAN JOSE 1.1	
San Jose Term. Yard								48.0 51.7		4TH ST., SAN JOSE 1.2	
68								52.9		VALBRICK 0.3	
I								53.2		W.P.R.R. Crossing 1.0	
80 P								54.2		LUTHER 1.4	
75 P	9.41	9.21	8.10	4.21	**9.16**	f 8.14	f 4.32	55.6		LICK 1.8	Double Track
22 Spur P						f	f	57.4		EDENVALE 5.7	
WP 102 Center	f 9.51	9.31	8.20	4.31	9.26	s 8.26	f 4.43	63.1		TO COYOTE 3.2	
85 P	f					f	f 4.47	66.3		PERRY 2.9	
25 P	f					f	f	69.2		MADRONE 1.6	
85 P	f 10.01	9.41	8.30	f 4.41	9.36	s 8.38	f 4.54	70.8		TO MORGANHILL 1.2	
31						f	f	72.0		TENNANT 2.1	
12 Spur								74.1		DURNEY 0.5	
66 P	f 10.06	9.46	**8.35**	4.46	9.41	s **8.46**	f 5.00	74.6		TO SAN MARTIN 2.4	
72 P								77.0		RUCKER 2.1	
14 Spur								79.1		LONOKE 1.6	
Yard BKWOTP	s 10.17	9.55	8.46	s 4.58	s 9.51	s 8.59	s 5.15	80.7		TO-R GILROY 2.5	Double Track
P								83.2		CARNADERO 0.9	
65 Spur								84.1		NEMA 0.3	
18 Spur						f		84.4		MILLER 2.7	
79 WP	10.25	10.03	8.56	5.07	9.58	s 9.08	f 5.24	87.1		TO SARGENT 1.9	
26 P								89.0		BETABEL 2.9	
96 P	10.34	10.12	9.04	5.15	10.06	f 9.18	f 5.32	91.9		CHITTENDEN 1.3	
128 P	10.36	10.14	9.07	5.17	**10.08**	9.20	5.34	93.2		LOGAN 1.4	Double Track
36 Spur P	f					s	f	94.6		TO AROMAS 2.5	
Term. Yd. 14 Spur P						f		97.1		VEGA 3.3	
BKWOTYP	s 10.46PM	s 10.24PM	s 9.18PM	s 5.27PM	s 10.20AM	s 9.35AM	s 5.45AM	100.4		TO-R WATSONVILLE JCT.	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.8)	
	(1.16) 39.32	(1.14) 40.38	(1.18) 38.31	(1.17) 38.81	(1.14) 40.38	(1.35) 31.46	(1.25) 35.15			.... Time over District ....Average Speed per Hour	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
32	State College, San Jose	Receive and discharge	Any station		Daily

Time Table No. 135

September 15, 1931

FIRST CLASS

	STATIONS	Distance from Watsonville Jct.	101 Sunset Limited Arrive Daily	75 Lark Arrive Daily	69 Coaster Arrive Daily	27 Del Monte Arrive Daily	31 Passenger Arrive Daily	71 Daylight Arrive Daily	77 Passenger Arrive Daily
Automatic Block System	TO-R SAN JOSE 1.1	49.8	s 7.00AM	s **8.00AM**	s 9.27AM	s 11.10AM	s 3.50PM	s 7.25PM	s **9.10PM**
	4TH ST., SAN JOSE 1.2	48.7							
	VALBRICK 0.3	47.5							
	W. P. R. R. Crossing 1.0	47.2							
	LUTHER 1.4	46.2							
Double Track	LICK 1.8	44.8	6.45	7.49	f **9.16**	10.59	3.35	7.13	9.00
	EDENVALE 5.7	43.0			f		f		
	TO COYOTE 3.2	37.3	6.35	7.39	f 9.03	10.49	s 3.24	7.03	8.50
	PERRY 2.9	34.1	6.30	7.35	f 8.58		f 3.19		
	MADRONE 1.6	31.2			f				
	TO MORGANHILL 1.2	29.6	6.24	7.29	f 8.52	10.39	s 3.13	6.53	8.40
	TENNANT 2.1	28.4			f				
	DURNEY 0.5	26.3							
	TO SAN MARTIN 2.4	25.8	6.19	7.24	f **8.46**	10.34	f 3.07	6.48	**8.35**
	RUCKER 2.1	23.4							
	LONOKE 1.6	21.3							
Double Track	TO-R GILROY 2.5	19.7	s 6.09	7.14	s 8.36	s 10.26	s 2.58	6.39	s 8.22
	CARNADERO 0.9	17.2							
	NEMA 0.3	16.3							
	MILLER 2.7	16.0							
	TO SARGENT 1.9	13.3	5.57	7.04	f 8.24	10.17	s 2.46	6.30	8.12
	BETABEL 2.9	11.4							
	CHITTENDEN 1.3	8.5	5.49	6.54	f 8.15	10.10	f 2.37	6.22	8.04
Double Track	LOGAN 1.4	7.2	5.46	6.51	f 8.12	**10.08**	2.33	6.20	8.01
	TO AROMAS 2.5	5.8			f		s		
	VEGA 3.3	3.3					f		
	TO-R WATSONVILLE JCT.	0.0	5.35AM	6.40AM	8.00AM	9.55AM	2.20PM	6.10PM	7.50PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour		(1.25) 35.15	(1.20) 37.35	(1.27) 34.34	(1.15) 39.84	(1.30) 33.20	(1.15) 39.84	(1.20) 37.35

Time Table No. 135

September 15, 1931

New Almaden Branch

	Capacity of sidings and spurs in car lengths	Distance from San Francisco	STATIONS	Distance from Lick
San Jose Terminal Yard	48 WP	50.7	CAMPBELL 0.1	17.2
		50.8 54.5	JCT. ALMADEN BR. 0.9	17.1
	18 Spur	55.4	CAMPBELL GRAVEL PIT 0.6	16.2
		56.0	L. G. & S. J. ROAD 0.7	15.6
	4 Spur	56.7	UNION AVE. 2.4	14.9
	15	59.1	LE FRANO 0.8	12.5
		59.9	THONA 1.1	11.7
	2 Spur	61.0	MERCURY 1.7	10.6
		62.7	ALMADEN CROSS'G 1.4	8.9
	12	64.1 63.0	NEW ALMADEN 3.2	7.5
	17	59.8	SEALS 0.9	4.3
	12	58.9	ALAMITOS 3.4	3.4
	25 P	55.6	LICK	0.0
			(17.2)	

Service performed by yard engines.

Time Table No. 135

September 15, 1931

Tres Pinos Branch

Capacity of sidings and spurs in car lengths	Distance from San Francisco	STATIONS	Distance from Tres Pinos
P	83.2	CARNADERO 1.8	17.9
	85.0	SAWYER 0.9	16.1
22 Spur	85.9	FEP 4.4	15.2
9	90.3	HUDNER 3.4	10.8
	93.7	DURI 1.2	7.4
16 WP	94.9	HOLLISTER 3.8	6.2
	98.7	AGATE 2.4	2.4
Term. TP	101.1	TRES PINOS	0.0
		(17.9)	

Service performed by extra trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
101	Any Station	Discharge		Yuma	Daily
69-31	State College San Jose	Receive and Discharge		Any Station	Daily
71	Gilroy	Discharge		Any Station	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS							Distance from San Francisco			Time Table No. 135 September 15, 1931		Distance from San Luis Obispo	FIRST CLASS						
	330	**70**	**76**	**102**	**28**	**72**	**32**	**30**							**101**	**75**	**69**	**27**	**31**	**71**	**77**
	Freight	Coaster	Lark	Sunset Limited	Del Monte	Daylight	Passenger	Passenger							Sunset Limited	Lark	Coaster	Del Monte	Passenger	Daylight	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTYP	**6.30 AM**	10.55PM	10.29PM	9.25PM	5.32PM	10.30AM	**9.50AM**	6.05AM	100.4	Automatic Block System	TO-R	WATSONVILLE JCT.	3.2	151.7	s 5.20AM	s **6.30AM**	s 7.50AM	s **9.50AM**	s 2.10PM	s 6.05PM	s 7.40PM
3 Spur									103.6			LYDA	2.0	148.5							
66 P	6.44	11.03	10.37	9.33	f 5.40	10.39	9.58	f **6.22**	105.6			ELKHORN	4.8	146.5	5.11	**6.22**	7.42	f 9.42	f 2.02		7.30
93 WYP	6.53	s 11.10	10.43	s 10.00	s **5.50PM**	10.45	s 10.06	s 6.30AM	110.4		TO-R	DEL MONTE JCT.	3.5	141.7	5.04	6.15	s 7.35	9.35AM	1.55PM	**5.50**	s 7.22
66 P			10.48	10.05		10.50	10.11		113.9			COOPER	1.7	138.2							
30									115.6			GRAVES	2.6	136.5							
239 BKWTP	**7.18**	s 11.25	10.54	s 10.13		s 10.58	s 10.20		118.2		TO-R	SALINAS	2.1	133.9	s 4.53	6.05	s **7.18**			s 5.37	s 7.05
74 YP	7.23	11.28	10.57	10.16		11.01	10.23		120.3			SPRECKELS JCT.	5.0	131.8	4.46	6.01	7.09			5.30	7.00
47 P	7.33						f 10.31		125.3			SPENCE	3.8	126.8							f
108 WP	7.41	f 11.39	11.08	10.27		11.12	s 10.37		129.1		TO	CHUALAR	1.9	123.0	4.35	5.50	f 6.58			5.19	f 6.48
42 Spur									131.0			GABILAN	0.9	121.1							
47 P	7.47								131.9			PENVIR	3.2	120.2							
162 P	7.53	f 11.48	11.16	10.35		11.20	s 10.45		135.1		TO	GONZALES	3.7	117.0	4.27	5.42	f 6.48			5.12	s 6.40
28 Spur									138.8			MOLUS	1.8	113.3							
45 P	8.03	11.57PM	11.23	10.42		11.27	f 10.52		140.6			CAMPHORA	3.0	111.5	4.20	5.35	6.39				f 6.32
63 113 WP	8.12	f 12.02AM	11.27	10.46		11.31	s 10.56		143.6		TO	SOLEDAD	4.7	108.5	4.16	5.31	f 6.35			5.02	s 6.28
75 P	8.22	12.08	11.32	10.51		11.36	f 11.02		148.3			HARLEM	4.0	103.8	4.11	5.26	6.28			4.57	f 6.21
46 P	8.32	f 12.14	11.37	10.56		11.40	s 11.08		152.3		TO	METZ	6.6	99.8	4.04	5.21	f 6.23				s 6.15
81 P	8.42	12.22	11.45	11.04		11.47	f 11.18		158.9			COBURN	2.1	93.2	3.56	5.13	6.14			4.45	f 6.07
82 Spur Y									161.0			ELSA	2.7	91.1							
125 BKWP	9.07	s 12.30	11.50	11.09		s 11.55	s 11.35AM		163.7		TO-R	KING CITY	3.4	88.4	3.49	5.06	f 6.07			s 4.39	6.00PM
84 P	9.17	12.35	11.54PM	11.13		11.59AM			167.1			WELBY	5.3	85.0	3.45	5.01	5.59			4.34	
94 P	9.27	s 12.43	12.01AM	11.20		12.05PM			172.4		TO	SAN LUCAS	5.3	79.7	3.37	4.53	s 5.53			4.28	
47 P	9.37	12.49	12.07	11.26		12.11			177.7			DOCAS	5.2	74.4	3.30	4.46	5.44			4.22	
76 KWOP	9.47AM	s 12.56AM	12.13AM	11.32PM		12.17PM			182.9		TO	SAN ARDO		69.2	3.23AM	4.39AM	5.36AM			4.16PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(82.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.17) 25.13	(2.01) 40.90	(1.44) 47.60	(2.07) 39.00	(0.18) 33.33	(1.47) 46.26	(1.45) 36.17	(0.25) 24.00				..............Time over District.............. ....Average Speed per Hour.........			(1.57) 42.31	(1.51) 44.59	(2.14) 36.95	(0.15) 40.00	(0.15) 40.00	(1.49) 45.41	(1.40) 37.98

Water supply at Chualar may be obtained from stand pipe opposite section house for emergency use only.

At Soledad, track adjacent to icing platform will be considered the siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
69	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 135 September 15, 1931	Distance from San Luis Obispo	FIRST CLASS			
	330 Freight	**102** Sunset Limited	**72** Daylight	**70** Coaster	**76** Lark		**STATIONS**		**101** Sunset Limited	**75** Lark	**69** Coaster	**71** Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
76 BKWOP	9.47 AM	11.32 PM	12.17 PM	12.56 AM	12.13 AM	182.9	TO SAN ARDO 3.5	69.2	3.23 AM	4.39 AM	s 5.36 AM	4.16 PM
47 P	9.54	11.37		1.01	12.18	186.4	GETTY 3.3	65.7	3.18	4.34	5.28	4.11
81 P	10.04	11.41	12.26	1.05	12.22	189.7	WUNPOST 6.2	62.4	3.13	4.29	5.24	4.07
116 P	10.16	11.49	12.34	s 1.14	12.30	195.9	TO BRADLEY 5.5	56.2	3.03	4.21	s 5.15	3.59
74 P	10.26	11.56	12.41	1.21	12.37	201.4	NACIMIENTO 2.4	50.7	2.56	4.14	5.07	3.51
112 P	10.31	11.59 PM		f 1.25	12.40	203.8	McKAY 3.2	48.3	2.52	4.11	f 5.04	3.48
40 WP	10.44	12.04 AM	12.48	s 1.31	12.45	207.0	TO SAN MIGUEL 3.9	45.1	2.47	4.07	s 5.00	3.43
108 P	10.54	12.09	12.53	1.37	12.50	210.9	WELLSONA 5.4	41.2	2.42	4.02	4.53	3.38
64 WP	11.09	s 12.16	s 1.02	s 1.50	12.58	216.3	TO PASO ROBLES 5.5	35.8	f 2.32	3.55	s 4.46	s 3.30
111 P	11.22	12.23	1.09	s 1.59	1.06	221.8	TO TEMPLETON 3.1	30.3	2.24	3.47	s 4.30	3.20
33 P	11.28	12.29				224.9	ASUNCION 1.8	27.2				
25 P		s 12.33	s 1.17	s 2.08		226.7	ATASCADERO 0.7	25.4	f 2.17		s 4.23	s 3.13
15 Spur						227.4	BRICKTON 0.6	24.7				
45 P	11.35	12.39	1.20	**2.12**	1.14	228.0	HENRY 2.3	24.1	**2.12**	3.39	4.19	
73 P	11.41 AM	12.42	1.23	2.15	1.17	230.3	EAGLET 3.1	21.8	2.02	3.36	4.15	3.06
79 P						233.4	CUSHING 2.1	18.7				
83 KWYP	12.16 PM	12.58	s 1.35	s 2.28	1.30	235.5	TO-R SANTA MARGARITA 3.4	16.6	1.55	3.28	s 4.07	2.58
82 P	12.35	1.08	1.43	2.38	**1.40**	238.9	CUESTA 1.1	13.2	**1.40**	3.12	3.54	2.45
9 Spur P						240.0	THYLE 2.6	12.1				
69 P	12.48	1.17	1.52	2.48	1.57	242.6	NOVA 0.8	9.5	1.26	2.59	3.45	2.37
44 WP		**1.20**	1.54	**2.53**	2.01	243.4	SERRANO 2.9	8.7	**1.20**	**2.53**	3.42	
41 P	1.03	1.27	2.01	3.00	2.08	246.3	CHORRO 1.7	5.8	1.11	2.45	3.35	2.27
25 Spur						248.0	GOLDTREE 2.6	4.1				
111 P	1.18	1.37	2.10	3.12	2.20	250.6	HATHAWAY 1.5	1.5	12.59	2.34	3.24	2.19
Term. Yard BKWOTP	1.25 PM	s 1.41 AM	s **2.15** PM	s **3.20** AM	s 2.25 AM	252.1	TO-R SAN LUIS OBISPO	0.0	12.55 AM	2.30 AM	**3.20** AM	**2.15** PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.38) 19.05	(2.09) 32.19	(1.58) 35.19	(2.24) 28.83	(2.12) 31.46		..........Time over District.......... ....Average Speed per Hour..........		(2.28) 28.05	(2.09) 32.18	(2.16) 30.53	(2.01) 34.31

Automatic Block System

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 135 September 15, 1931		Distance from Santa Barbara	FIRST CLASS			
	330 Freight	72 Daylight	70 Coaster	76 Lark	102 Sunset Limited						69 Coaster	71 Daylight	101 Sunset Limited	75 Lark
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	4.45 PM	2.25 PM	3.30 AM	2.40 AM	1.56 AM	252.1		TO-R SAN LUIS OBISPO 5.8	Double Track	118.6	s 3.02 AM	s 2.05 PM	s 12.45 AM	s 2.15 AM
32 P						257.9	Automatic Block System	EDNA 1.2		112.8				
IP	5.02	2.36	3.43	2.53	2.09	259.1		TO-R HADLEY TOWER P. C. R. R. Crossing 0.9		111.6	2.49	1.52	12.32	2.01
28 Spur						260.0		TIBER 2.8		110.7				
13 Spur			f			262.8		PISMO 1.4		107.9	f 2.40			
84 P	5.11	2.42	3.53	3.01	2.17	264.2		GROVER 1.7		106.5	2.38	1.44	12.23	1.53
40 WP		s 2.46	s 3.59	3.04	2.20	265.9		TO OCEANO 4.0		104.8	s 2.34	s 1.41	12.20	1.50
104 P	5.20	2.52	f 4.05	3.10	**2.27**	269.9		CALLENDER 2.5		100.8	f **2.27**	1.35	12.14	1.44
45 P	5.25	2.56	4.09	3.14	2.32	272.4		BROMELA 4.1		98.3	2.20	1.31	12.10	1.40
118 BKWP	5.40	s 3.05	s 4.20	3.20	2.38	276.5		TO GUADALUPE 4.2		94.2	s 2.14	s 1.26	s 12.03 AM	1.34
83 P	5.51	3.12	f 4.28	3.27	2.44	280.7		WALDORF 4.1		90.0	f 2.04	1.18	11.55 PM	1.28
48 P	6.05	3.18	4.34	3.34	2.51	284.8		SCHUMAN 2.7		85.9	1.58	1.12	11.49	1.21
93 43 YP	6.10	3.23	s 4.39	3.39	2.56	287.5		TO CASMALIA 2.5		83.2	s 1.54	1.08	11.45	1.17
77 P	6.15		4.44	3.44	3.01	290.0		ANTONIO 3.2		80.7	1.48	1.04	11.41	1.13
47 P	6.22	3.31	f 4.49	3.50	3.06	293.2		NARLON 4.0		77.5	f 1.43	12.59	11.36	1.08
79 P	6.35	3.37	f 4.55	3.56	3.12	297.2		TANGAIR 4.1		73.5	1.37	12.54	11.30	1.02
						301.3		AJAX 1.4		69.4				
125 WOYP	6.55	s 3.49	s 5.10	4.05	3.24	302.7		TO-R SURF 5.2		68.0	s 1.27	s 12.45	f 11.20	12.53
79 P	7.10	3.57	f 5.18	4.13	3.32	307.9		HONDA 2.6		62.8	1.16	12.37	11.09	12.42
44			f			310.5		ARLIGHT 2.0		60.2	f			
46 P	7.19	4.04	5.29	4.21	3.39	312.5		ARGUELLO 4.8		58.2	1.08	12.31	11.03	12.35
47 P	7.30	4.10	5.38	4.28	3.45	317.3		SUDDEN 3.5		53.4	1.01	12.25	10.57	12.29
92 WP	7.40		f 5.43	4.33	3.50	320.8		JALAMA 4.5		49.9	f 12.54		10.52	12.24
55 42 P	7.50	4.20	f 5.51	4.41	3.56	325.3		TO CONCEPCION 3.3		45.4	f 12.48	12.14	10.46	12.18
11 Spur						328.6		ANACAPA 1.2		42.1				
47 P	8.00	4.26	6.00	4.47	4.02	329.8		GATO 1.2		40.9	12.41	12.08	10.40	12.12
19			f			331.0		SAN AUGUSTINE 3.2		39.7	f			
17 Spur P						334.2		DRAKE 0.6		36.5				
62 P	8.08	4.33	6.10	4.54	4.09	334.8		SACATE 4.6		35.9	12.33	12.01 PM	10.33	12.05 AM
85 P	8.18 PM	4.40 PM	s 6.20 AM	5.01 AM	4.15 AM	339.4		TO GAVIOTA		31.3	12.26 AM	11.54 AM	10.25 PM	11.59 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(87.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33) 24.59	(2.15) 38.80	(2.50) 30.81	(2.21) 37.15	(2.19) 37.68			...............Time over District............... ....Average Speed per Hour..........			(2.36) 33.58	(2.11) 39.98	(2.20) 37.41	(2.16) 38.51

The wye at Casmalia is located at the west siding.

At Concepcion, track next to station building will be considered the siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco	Time Table No. 135 September 15, 1931	Distance from Santa Barbara	FIRST CLASS			
	330 Freight	72 Daylight	70 Coaster	76 Lark	102 Sunset Limited		STATIONS		✓ 71 Daylight	✓ 101 Sunset Limited	✓ 75 Lark	69 Coaster
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 P	8.18 PM	4.40 PM	6.20 AM	5.01 AM	4.15 AM	339.4	TO GAVIOTA 3.2	31.3	11.54 AM	10.25 PM	11.59 PM	s 12.26 AM
47 P	8.26		6.25	5.06	4.19	342.6	LENTO 3.1	28.1		10.22	11.55	
49 P	8.35	4.48	f 6.30	5.11	4.23	345.7	TAJIGUAS 2.9	25.0	11.46	10.18	11.51	f 12.16
28 Spur			f			348.6	ORELLA 1.3	22.1				f
47 P	8.45	4.54	6.38	5.18	4.29	349.9	CAPITAN 5.1	20.8	11.40	10.12	11.45	12.09
44 81 WP	8.55	5.01	f 6.46	5.27	4.36	355.0	TO NAPLES 2.1	15.7	11.33	10.05	11.38	f 12.02 AM
7 Spur						357.1	VILO 1.8	13.6				
49 P	9.05	5.06	f 6.52	5.33	4.41	358.9	ELLWOOD 1.3	11.8	11.28	9.59	11.32	f 11.55 PM
27			f			360.2	COROMAR 1.5	10.5				f
24						361.7	LA PATERA 1.1	9.0				
47 P	9.15	5.11	f 7.01	5.39	4.47	362.8	TO GOLETA 2.1	7.9	11.23	9.54	11.27	f 11.50
2 Spur						364.9	IRMA 1.6	5.8				
42 P	9.21	5.16	7.08	5.45	4.53	366.5	HOPE RANCH 1.4	4.2	11.18	9.49	11.22	11.44
7 Spur						367.9	OLIVA 0.6	2.8				
P	9.30	5.19	7.15	5.51	5.00	368.5	WEST STA. BARBARA 2.2	2.2	11.15	9.45	11.18	11.40
Term. Yard BKWOTP	9.40 PM	s 5.25 PM	s 7.20 AM	s 5.57 AM	s 5.05 AM	370.7	TO-R SANTA BARBARA	0.0	11.10 AM	9.40 PM	11.13 PM	11.35 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.22) 22.90	(0.45) 41.73	(1.00) 31.30	(0.56) 33.53	(0.50) 37.56		Time over District Average Speed per Hour		(0.44) 42.68	(0.45) 41.73	(0.46) 40.83	(0.51) 36.82

Automatic Block System (Gaviota to Santa Barbara). D.T. (West Sta. Barbara, Santa Barbara).

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 135 September 15, 1931 Lompoc Branch STATIONS	Distance from Lompoc
125 WOYP	302.7	TO-R SURF 1.1	9.7
31	303.8	BARODA 3.8	8.6
23	307.6	POST 0.5	4.8
15 Spur	308.1	GARUS 0.2	4.3
10 Spur	308.3	LA SALLE 0.8	4.1
13 Spur	309.1	MURRAY 0.7	3.3
10	309.8	ACORN 2.6	2.6
Term. BKTP	312.4	TO-R LOMPOC 0.6	0.0
	313.0	WHITE HILLS JCT.	0.6
		(10.3)	

Service performed by extra trains.

EASTWARD — Guadalupe Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 135 September 15, 1931 White Hills Branch STATIONS	Distance from White Hills
	313.0	WHITE HILLS JCT. 3.7	3.7
Term.	316.7	WHITE HILLS	0.0
		(3.7)	

Service performed by extra trains.

At Naples, track on ocean side of main track will be considered the siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS 356 Local Freight	FIRST CLASS 40 Passenger	Distance from San Francisco		Time Table No. 135 September 15, 1931 Santa Cruz Branch STATIONS	Distance from Watsonville Jct.	FIRST CLASS 39 Passenger	THIRD CLASS 355 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily					Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	12.05 PM	9.00 AM	79.2	A. B. S.	TO-R SANTA CRUZ 0.5	20.0	s 11.10 AM	7.45 AM
		s	79.7		CASINO 0.7	19.5	s	
5 Spur		f	80.4		SEABRIGHT 0.5	18.8	f	
4 Spur			80.9		TWIN LAKES 0.8	18.3	f	
5 Spur			81.7		CLIFFSIDE 1.5	17.5	f	
6 Spur			83.2		OPAL 0.7	16.0		
18 P	12.30	s 9.11	83.9	TO	CAPITOLA 1.2	15.3	s 10.58	7.20
			85.1		NEW BRIGHTON 1.9	14.1	f	
10 P	1.00	s 9.17	87.0	TO	APTOS 0.7	12.2	s 10.52	7.10
5			87.7		FARLEY 2.0	11.5		
8 Spur			89.7		LEONARD 0.9	9.5	f	
3 Spur		f	90.6		ROBROY 0.2	8.6	f	
3 Spur			90.8		CRISTO 1.7	8.4	f	
13 P	1.33	f 9.29	92.5		ELLICOTT 3.3	6.7	f 10.41	6.54
34 P	1.45		95.8		NUGA 2.0	3.4	f	6.43
Term. Yard	1.52	s 9.40	97.8		WATSONVILLE 1.4	1.4	s 10.30	6.36
BKWOTYP	2.00 PM	s 9.45 AM	99.2		TO-R WATSONVILLE JCT.	0.0	10.25 AM	6.30 AM
	Arrive Daily EX. SUNDAY	Arrive Daily			(20.0)		Leave Daily	Leave Daily EX. SUNDAY
	(1.55) 10.43	(0.45) 26.67			............Time over District............ ....Average Speed per Hour..........		(0.45) 26.67	(1.15) 16.00

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table No. 135 September 15, 1931 Boulder Creek Branch STATIONS	Distance from Boulder Creek
34 WP	72.4	TO-R	FELTON 1.0	7.3
	73.4		BONNY BRAE 0.9	6.3
	74.3		BRACKNEY 0.4	5.4
3 Spur	74.7		GLEN ARBOR 1.2	5.0
13 Spur	75.9		NEWELL JCT. 0.4	3.8
10	76.3		BEN LOMOND 1.0	3.4
	77.3		PHILLIPSHURST 0.3	2.4
8 Spur	77.6		SIESTA 0.3	2.1
	77.9		FISH HATCHERY 0.4	1.8
8 Spur	78.3		BROOKDALE 0.5	1.4
	78.8		HARRIS 0.3	0.9
	79.1		FILBERT 0.6	0.6
Term. P	79.7	TO-R	BOULDER CREEK	0.0
			(7.3)	
			Service Performed by Extra Trains	

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS 360 Local Freight	FIRST CLASS 404 Passenger	FIRST CLASS 406 Passenger	FIRST CLASS 402 Mixed	Distance from San Francisco		Time Table No. 135 September 15, 1931 Davenport Branch STATIONS	Distance from Davenport	FIRST CLASS 403 Mixed	FIRST CLASS 407 Passenger	FIRST CLASS 405 Passenger	SECOND CLASS 359 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. ONLY	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	Arrive SUN. ONLY	Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	8.20 AM	3.35 PM	6.45 AM	6.45 AM	79.2	TO-R	SANTA CRUZ 1.9	11.5	s 8.15 AM	s 8.15 AM	s 5.05 PM	10.45 AM
47	8.25	f 3.41	f 6.55	f 6.55	81.1		ORBY 2.3	9.6	f 8.08	f 8.08	f 4.58	10.37
2 Spur		f	f	f	83.4		WILDER 2.5	7.3	f	f	f	
35	8.37	f 3.54	f 7.07	f 7.07	85.9		GORDOLA 0.8	4.8	f 7.56	f 7.56	f 4.46	10.26
3 Spur		f	f	f	86.7		MAJORS 4.0	4.0	f	f	f	
Term. WYP	8.50 AM	s 4.10 PM	s 7.20 AM	s 7.20 AM	90.7	R	DAVENPORT	0.0	7.45 AM	7.45 AM	4.35 PM	10.15 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN. ONLY	Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY	Leave SUN. ONLY	Leave Daily	Leave Daily EX. SUNDAY
	(0.30) 23.00	(0.35) 19.71	(0.35) 19.71	(0.35) 19.71			.......Time over District.......... ...Average Speed per Hour...		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00

ADDITIONAL FLAG STOPS

First class trains at Younglove Avenue and California Street, Santa Cruz.
At a point opposite dairy building one-half mile west of Wilder Spur.
At Laguna Creek, Liddel and Lower Crossing, Davenport.
Nos. 403, 404, 407, at Yellowbank Dairy, between Liddell and Laguna Creek.

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 402 is superior to No. 403.
- No. 404 is superior to No. 405.
- No. 406 is superior to No. 407.
- No. 360 is superior to No. 359.

MEMORANDUM

Nos. 30 and 31, Watsonville Jct. and Pacific Grove, made mixed trains effective October 6, 1931.

Office of Supt. Transportation,
San Francisco, Oct. 8, 1931.

TWARD

Eastward San Francisco Subdivision Westward

Time Table No. 135
September 15, 1931

San Francisco-San Bruno Branch

San Francisco Terminal Yard

Capacity of sidings and spurs in car lengths		Distance from San Francisco	STATIONS	Distance from San Bruno
BKWO P ITY		0.0	TO-R SAN FRANCISCO	13.6
			0.9	
I		0.9	W. P. Ry. Crossing	12.7
			0.3	
		1.2	O. S. Ry. Crossing	12.4
			0.4	
134		1.6	EIGHTEENTH STREET	12.0
			0.4	
9 Spur		2.0	FORD	11.6
			2.0	
16 Spur		4.0	BERNAL	9.6
			1.2	
25		5.2	ELKTON	8.4
			0.6	
6 Spur		5.8	RUP	7.8
			0.5	
91 Spur		6.3	OCEAN VIEW	7.3
			1.1	
47 147		7.4	DALY CITY	6.2
			0.7	
33		8.1	UNION PARK	5.5
			0.4	
75 P		8.5	COLMA	5.1
			0.6	
63		9.1	GREENLAWN	4.5
			0.5	
		9.6	HANNA	4.0
			0.1	
10 Spur		9.7	EMANUEL	3.9
			0.4	
47 Spur		10.1	CARROLL	3.5
			0.2	
10 Spur		10.3	HOLY CROSS	3.3
			1.1	
12 W		11.4	BADEN	2.2
			1.6	
44 Y		13.0	TANFORAN	0.6
			0.6	
P		13.6	SAN BRUNO	0.0
			(13.6)	

Service performed by extra trains and yard engines.

EASTWARD Salinas Subdivision. WESTWARD

Time Table No. 135
September 15, 1931

Sprecke ls Spur Branch

Capacity of sidings and spurs in car lengths		Distance from San Francisco	STATIONS	Distance from Spreckels
74	YP	120.3	SPRECKELS JCT.	2.5
			2.5	
		122.8	SPRECKELS	0.0
			(2.5)	

Service performed by extra trains.

EASTWARD San Francisco Subdivision. WESTWARD

Time Table No. 135
September 15, 1931

South San Francisco Branch

Capacity of sidings and spurs in car lengths		Distance from San Francisco	STATIONS	Distance from So. San Francisco
12	W	11.4	BADEN	1.6
			1.6	
Yard		13.0	SO. SAN FRANCISCO	0.0
			(1.6)	

Service performed by yard engines.

EASTWARD San Francisco Subdivision. WESTWARD

Time Table No. 135
September 15, 1931

College Park-Santa Cruz Branch

San Jose Terminal Yard

Capacity of sidings and spurs in car lengths		FIRST CLASS 84 Redwood Leave Daily	FIRST CLASS 86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	STATIONS	Distance from Vasona Junction	FIRST CLASS 213 Passenger Arrive SATURDAY ONLY	FIRST CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY	FIRST CLASS 85 Redwood Arrive Daily
IP		9.30AM	5.40AM	45.7	R COLLEGE PARK	7.6	s 3.25PM	s 7.35PM	s 8.10PM
					1.1				
P		s 9.34	5.44	46.8	WEST SAN JOSE	6.5	3.21	7.31	s 8.07
					0.8				
I				47.6	W. P. R. R. Crossing	5.7			
					2.1				
6 Spur				49.7	MOULTON	3.6			
					1.0				
48 WP		s 9.42	5.56	50.7	CAMPBELL	2.6	3.09	7.19	f 8.00
					2.2				
6 Spur				52.9	VASONA	0.4			
					0.4				
P		s 9.47AM	s 6.05AM	53.3 51.8	R VASONA JUNCTION	0.0	3.00PM	7.10PM	7.55PM
		Arrive Daily	Arrive Daily EX. SUNDAY		(7.6)		Leave SATURDAY ONLY	Leave Daily EX. SAT. & SUNDAY	Leave Daily
		(0.17) 26.82	(0.25) 18.24		Time over District Average Speed per Hour		(0.25) 18.24	(0.25) 18.24	(0.15) 30.40

A. B. S.

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 135 September 15, 1931 Santa Cruz Branch	Distance from Watsonville Jct.	FIRST CLASS	THIRD CLASS
	356 Local Freight	40 Passenger			STATIONS		39 Passenger	355 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily					Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	12.05 PM	9.00 AM	79.2	TO-R	SANTA CRUZ	20.0	s 11.10 AM	7.45 AM
					0.5			
		s	79.7	A. B. S.	CASINO	19.5	s	
					0.7			
5 Spur		f	80.4		SEABRIGHT	18.8	f	
					0.5			
4 Spur			80.9		TWIN LAKES	18.3	f	
					0.8			
5 Spur			81.7		CLIFFSIDE	17.5	f	
					1.5			
6 Spur			83.2		OPAL	16.0		
					0.7			
18 P	12.30	s 9.11	83.9	TO	CAPITOLA	15.3	s 10.58	7.20
					1.2			
			85.1		NEW BRIGHTON	14.1	f	
					1.9			
10 P	1.00	s 9.17	87.0	TO	APTOS	12.2	s 10.52	7.10
					0.7			
5			87.7		FARLEY	11.5		
					2.0			
8 Spur			89.7		LEONARD	9.5	f	
					0.9			
3 Spur		f	90.6		ROBROY	8.6	f	
					0.2			
3 Spur			90.8		CRISTO	8.4	f	
					1.7			
13 P	1.33	f 9.29	92.5		ELLICOTT	6.7	f 10.41	6.54
					3.3			
34 P	1.45		95.8		NUGA	3.4	f	6.43
					2.0			
Term. Yard	1.52	s 9.40	97.8		WATSONVILLE	1.4	s 10.30	6.36
					1.4			
BKWOTYP	2.00 PM	s 9.45 AM	99.2	TO-R	WATSONVILLE JCT.	0.0	10.25 AM	6.30 AM
	Arrive Daily EX. SUNDAY	Arrive Daily			(20.0)		Leave Daily	Leave Daily EX. SUNDAY
	(1.55) 10.43	(0.45) 26.67			Time over District Average Speed per Hour		(0.45) 26.67	(1.15) 16.00

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table No. 135 September 15, 1931 Boulder Creek Branch	Distance from Boulder Creek
			STATIONS	
34 WP	72.4	TO-R	FELTON	7.3
			1.0	
	73.4		BONNY BRAE	6.3
			0.9	
	74.3		BRACKNEY	5.4
			0.4	
3 Spur	74.7		GLEN ARBOR	5.0
			1.2	
13 Spur	75.9		NEWELL JCT.	3.8
			0.4	
10	76.3		BEN LOMOND	3.4
			1.0	
	77.3		PHILLIPSHURST	2.4
			0.3	
8 Spur	77.6		SIESTA	2.1
			0.3	
	77.9		FISH HATCHERY	1.8
			0.4	
8 Spur	78.3		BROOKDALE	1.4
			0.5	
	78.8		HARRIS	0.9
			0.3	
	79.1		FILBERT	0.6
			0.6	
Term. P	79.7	TO-R	BOULDER CREEK	0.0
			(7.3)	
			Service Performed by Extra Trains	

EASTWARD — San Francisco Subdivision. — WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 135 September 15, 1931 Davenport Branch	Distance from Davenport	FIRST CLASS			SECOND CLASS
	360 Local Freight	404 Passenger	406 Passenger	402 Mixed			STATIONS		403 Mixed	407 Passenger	405 Passenger	359 Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. ONLY	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	Arrive SUN. ONLY	Arrive Daily	Arrive Daily EX. SUNDAY
Term. Yard BKWOTYP	8.20 AM	3.35 PM	6.45 AM	6.45 AM	79.2	TO-R	SANTA CRUZ	11.5	s 8.15 AM	s 8.15 AM	s 5.05 PM	10.45 AM
							1.9					
47	8.25	f 3.41	f 6.55	f 6.55	81.1		ORBY	9.6	f 8.08	f 8.08	f 4.58	10.37
							2.3					
2 Spur		f	f	f	83.4		WILDER	7.3	f	f	f	
							2.5					
35	8.37	f 3.54	f 7.07	f 7.07	85.9		GORDOLA	4.8	f 7.56	f 7.56	f 4.46	10.26
							0.8					
3 Spur		f	f	f	86.7		MAJORS	4.0	f	f	f	
							4.0					
Term. WYP	8.50 AM	s 4.10 PM	s 7.20 AM	s 7.20 AM	90.7	R	DAVENPORT	0.0	7.45 AM	7.45 AM	4.35 PM	10.15 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN. ONLY	Arrive Daily EX. SUNDAY			(11.5)		Leave Daily EX. SUNDAY	Leave SUN. ONLY	Leave Daily	Leave Daily EX. SUNDAY
	(0.30) 23.00	(0.35) 19.71	(0.35) 19.71	(0.35) 19.71			Time over District Average Speed per Hour		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00

ADDITIONAL FLAG STOPS

First class trains at Younglove Avenue and California Street, Santa Cruz.
At a point opposite dairy building one-half mile west of Wilder Spur.
At Laguna Creek, Liddel and Lower Crossing, Davenport.
Nos. 403, 404, 407, at Yellowbank Dairy, between Liddel and Laguna Creek.

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 402 is superior to No. 403.
- No. 404 is superior to No. 405.
- No. 406 is superior to No. 407.
- No. 360 is superior to No. 359.

STWARD

car lengths		Leave Daily	Leave Daily	Passenger Leave Daily	Distan San Fr	Monterey Branch STATIONS	Distance Pacific	Del Monte Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily
93 WYP		10.00PM	5.51PM	7.36AM	110.4	TO-R DEL MONTE JCT.	17.9	s 9.35AM	s 1.55PM	s 9.35PM
						2.0				
15		f 10.04	f	f 7.40	112.4	NASHUA	15.9	f	f	f 9.26
						1.5				
14 WP		f 10.08	5.57	f 7.44	113.9	NEPONSET	14.4	9.28	f 1.48	f 9.23
						0.9				
23 Spur		f		f	114.8	LAPIS	13.5		f	f
						0.6				
8 Spur		f 10.11	6.00	f 7.48	115.4	BARDIN	12.9	9.25	f 1.44	f 9.20
						1.9				
9 Spur		f		f	117.3	MARINA	11.0		f	f
						2.4				
18 P		f 10.18	6.07	f 7.56	119.7	GIGLING	8.6	9.18	f 1.36	f 9.11
						0.7				
13		f		f	120.4	WORKFIELD	7.9		f	f
						1.7				
5 Spur		f		f	122.1	PRATTCO	6.2		f	f
						1.2				
10		f		f 8.02	123.3	SEASIDE	5.0	9.12	f 1.29	f 9.04
						1.0				
8 Spur					124.3	RETREAT	4.0			
						0.6				
122 P		s 10.26	s 6.15	s 8.07	124.9	DEL MONTE	3.4	s 9.09	s 1.25	s 9.00
						0.8				
P		s 10.30	s 6.20	s 8.10	125.7	MONTEREY	2.6	s 9.05	s 1.20	s 8.55
						2.6				
Yard BKWOTP		s 10.40PM	s 6.30PM	s 8.19AM	128.3	TO-R PACIFIC GROVE	0.0	8.45AM	1.00PM	8.45PM
						1.6				
30 Spur					129.9	ASILOMAR	1.6			
						0.1				
					130.0	LAKE MAJELLA	1.7			
		Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily
		(0.40) 26.85	(0.39) 27.54	(0.43) 24.97		..........Time over District.......... ....Average Speed per Hour..........		(0.50) 21.48	(0.55) 19.52	(0.50) 21.48

Eastward San Francisco Subdivision Westward

	Capacity of sidings and spurs in car lengths		Distance from San Francisco	Time Table No. 135 September 15, 1931 San Francisco-San Bruno Branch STATIONS	Distance from San Bruno
San Francisco Terminal Yard	BKWO P ITY		0.0	TO-R SAN FRANCISCO	13.6
				0.9	
	I		0.9	W. P. Ry. Crossing	12.7
				0.3	
			1.2	O. S. Ry. Crossing	12.4
				0.4	
	134		1.6	EIGHTEENTH STREET	12.0
				0.4	
	9 Spur		2.0	FORD	11.6
				2.0	
	16 Spur		4.0	BERNAL	9.6
				1.2	
	25		5.2	ELKTON	8.4
				0.6	
	6 Spur		5.8	RUP	7.8
				0.5	
	91 Spur		6.3	OCEAN VIEW	7.3
				1.1	
	47 147		7.4	DALY CITY	6.2
				0.7	
	33		8.1	UNION PARK	5.5
				0.4	
	75 P		8.5	COLMA	5.1
				0.6	
	63		9.1	GREENLAWN	4.5
				0.5	
			9.6	HANNA	4.0
				0.1	
	10 Spur		9.7	EMANUEL	3.9
				0.4	
	47 Spur		10.1	CARROLL	3.5
				0.2	
	10 Spur		10.3	HOLY CROSS	3.3
				1.1	
	12 W		11.4	BADEN	2.2
				1.6	
	44 Y		13.0	TANFORAN	0.6
				0.6	
	P		13.6	SAN BRUNO	0.0
				(13.6)	

Service performed by extra trains and yard engines.

EASTWARD WESTWARD

Salinas Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 135 September 15, 1931 Spreckels Spur Branch STATIONS	Distance from Spreckels
74 YP	120.3	SPRECKELS JCT.	2.5
		2.5	
	122.8	SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

EASTWARD WESTWARD

San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 135 September 15, 1931 South San Francisco Branch STATIONS	Distance from So. San Francisco
12 W	11.4	BADEN	1.6
		1.6	
Yard	13.0	SO. SAN FRANCISCO	0.0
		(1.6)	

Service performed by yard engines.

EASTWARD San Francisco Subdivision. WESTWARD

	Capacity of sidings and spurs in car lengths		FIRST CLASS 84 Redwood Leave Daily	FIRST CLASS 86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 135 September 15, 1931 College Park-Santa Cruz Branch STATIONS	Distance from Vasona Junction	FIRST CLASS 213 Passenger Arrive SATURDAY ONLY	FIRST CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY	FIRST CLASS 85 Redwood Arrive Daily
San Jose Terminal Yard	IP		9.30AM	5.40AM	45.7	R	COLLEGE PARK	7.6	s 3.25PM	s 7.35PM	s 8.10PM
							1.1				
	P		s 9.34	5.44	46.8		WEST SAN JOSE	6.5	3.21	7.31	s 8.07
							0.8				
	I				47.6	A. B. S.	W. P. R. R. Crossing	5.7			
							2.1				
	6 Spur				49.7		MOULTON	3.6			
							1.0				
	48 WP		s 9.42	5.56	50.7		CAMPBELL	2.6	3.09	7.19	f 8.00
							2.2				
	6 Spur				52.9		VASONA	0.4			
							0.4				
	P		s 9.47AM	s 6.05AM	53.3 51.8	R	VASONA JUNCTION	0.0	3.00PM	7.10PM	7.55PM
			Arrive Daily	Arrive Daily EX. SUNDAY			(7.6)		Leave SATURDAY ONLY	Leave Daily EX. SAT. & SUNDAY	Leave Daily
			(0.17) 26.82	(0.25) 18.24			..........Time over District.......... ....Average Speed per Hour..........		(0.25) 18.24	(0.25) 18.24	(0.15) 30.40

SPECIAL INSTRUCTIONS.

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco

San Francisco ....I. S. Preston, Phelan Building
San Francisco ....Kline & Logie, 2058 Mission Street
San Francisco ....M. S. Grousd, 210 Townsend Street
San Jose W. H. Turick, 275 So. First St.
San Jose .....Kochers, 169 So. First St.
Gilroy........J. G. McAlpine
Watsonville........E. L. Reiding
Santa Cruz........Klein & Trumbley
Salinas........Goodfriend and Traub
King City........J. P. Nordin
Pacific Grove........E. B. Lewis
San Luis Obispo..L. M. & R. E. McManus
Santa Barbara........I. F. Bitterly
Lompoc........Walter Ziesche
Los Gatos........J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

Salinas, East End, at crossover west of Signal 1185.

Gonzales, East End, at crossover at station building.

San Miguel, West End, at crossover west of station building.

At other stations where there are crossovers, will apply at initial switch of siding.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Watsonville Jct.—Trains on Santa Cruz line.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
College Park—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Del Monte Jct.—Trains on Pac. Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.
Felton—Trains on Boulder Creek line.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 9, 17 AND 19. Must be complied with during day while passing through tunnels between San Francisco and South San Francisco, Metz and Coburn, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 33. Between Seventh St. and 21st, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty.

Where passenger, wye and warehouse leads cross Monterey Road, Watsonville Jct., watchman is on duty between the hours of 9:30 and 11:00 a. m., and between 4:30 and 6:00 p. m. During other hours, all movements except train movements must be protected by a flagman on the ground in advance of the movement. Also during such hours, trains and engines must not exceed a speed of 10 miles per hour over said crossings.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. Freight trains and yard engines must avoid delaying passenger trains.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan or West Santa Barbara.

If a prior check has been obtained, or a positive observation check made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains will approach each other at a rate of speed which will enable check to be made. In case of doubt, a check must be obtained from train dispatcher, before entering single track.

Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
Redwood Junction
Gilroy
Los Gatos
Salinas
King City
Santa Margarita
Surf

Santa Clara Tower.—Trains via Agnew and Lawrence, originating and terminating at San Jose Yard.

Mayfield.—Trains via Los Altos and trains originating and terminating.

College Park.—Trains originating and terminating and regular trains via West San Jose. Trains stopping to register will stop with rear of train beyond interlocking limits.

Del Monte Junction.—Trains originating and terminating, and trains via Gigling.

RULE 83 (A). Santa Cruz: Extra trains will register.

RULE 83 (B). SANTA BARBARA: The train-order office is located at the freight house, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

All trains will register at the freight house. **First-class trains will register at the passenger station, and may register by ticket at the** freight house.

Rule 83 (D) will apply at the freight house.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the freight house.

Visitacion Tower.—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction.—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose.—Trains 71 and 72 register by ticket.

Eastward Coast division trains originating, and westward Coast division trains terminating at San Jose yard, may register by ticket at San Jose.

Western division trains via Milpitas line, originating or terminating at San Jose yard, may register by ticket at San Jose.

Westward trains originating and eastward trains terminating at San Jose yard, may register by ticket at Santa Clara Tower.

Hadley Tower.—Scheduled trains may register by ticket.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SAN FRANCISCO
REDWOOD JCT.
SAN JOSE
GILROY
WATSONVILLE JCT.
DEL MONTE JCT.
SALINAS
KING CITY
SAN LUIS OBISPO
GUADALUPE
SURF
SANTA BARBARA
FELTON
SANTA CRUZ
PACIFIC GROVE
LOMPOC
SANTA MARGARITA

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE 103 (A). Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

Movements over County road crossing on spur and siding at Chualar must be protected by a flagman.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), 1540 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, Howest, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is a facing point switch in eastward main track.

When indicators show block occupied or when block signal 319 indicates stop move from Los Gatos line to westward main track must be made under flag protection.

Tanforan Wye.—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill, track line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero.—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Westward trains originating at San Jose yard must obtain clearance at Santa Clara Tower.

Eastward Coast division trains and trains via Milpitas line originating at San Jose yard must obtain clearance at San Jose.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

Light will not be displayed in train order signals at Aptos, Capitola, Felton, Wright or Los Gatos except when train orders are to be delivered.

RULE 516. Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone—Luther..Affecting eastward trains.
Tennant—Spreckles Jct.........Affecting westward trains.
Casmalia (west siding)........Affecting eastward and westward trains.

RULES 822-823. Between San Francisco and South San Francisco employes riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

RULE 880. Engineers who have been less than 610 days on the board ready as engineers in freight service or who have had less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service on the district and firemen of less than one year's experience stand to help or double-head a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

TRAIN AND AIR INSPECTION

PASSENGER TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than two head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo.

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, eastward leaving Santa Margarita, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco and San Jose also westward trains leaving San Luis Obispo, trainmen will use signal 16(h) instead of hand or lamp signal.

FREIGHT TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. **This will not be authority to exceed specified speed restrictions.**

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

Conductors will show on delay reports where inspections are made and the time consumed in doing so.

When eastward freight trains consist of 30 cars or over, five to ten retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between Bayshore and San Francisco.

Freight trains may make a run of 55 miles without stopping for inspection except that eastward freight trains will stop at Chorro ten minutes or more for such inspection. When delayed at Serrano, or Nova ten minutes or more inspection may be made at that point and omit stop at Chorro. This does not relieve trainmen from complying with Rule 827.

Standing air brake test must be made by eastward trains at Santa Margarita.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals—

San Jose. On eastward main track, from westerly line of First street to interlocking signal governing westerly limits San Jose (Fourth street) interlocking plant.

On westward main track, from a point 50 feet east of easterly line of First street to signal No. 465.

Santa Cruz. From station building to signal No. 791.

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings at First, Second and Third streets.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left hand side of track.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Watsonville Jct. yard	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	20 MPH.
Coyote:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Lick:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	20 MPH.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken, until the switch has been thrown by hand.

Running switches are prohibited and sand, blow off-cocks and injectors must not be used nor boosters started, while passing over these switches.

When a block signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track, to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.
For Roundhouse, three short, one long, one short.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.
For track adjacent and parallel to eastward main track............ } two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station.......................... } one short, two long, one short.

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station..... } one short, two long, one short.
For car repair yard, two short, one long, two short.
For drill Track No. 1, three short, one long, one short.
For drill Track No. 2, one short, one long, three short.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short, one long.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.
For Tunnel No. 5 Spur, three short, one long, one short.
For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.
For Upper Stone yard, two short, one long, two short.
For Lower Stone yard, one short, one long, two short.
Portland Cement Co.'s track, one short, two long, one short.
For Dunham, Carrigan and Hayden Spur............ } one long, one short, one long, one short.
For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.
To Western Division westward, one long, one short, one long, one short.
Movement against current traffic, one short, one long, three short.
For siding, two short, one long, two short.
For drill track westward, two short, one long, one short.
For Harbor Spur, one short, one long, two short.
For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal, 2150 feet east of tower, on Coast Division westward main track, to signal, 1675 feet west of tower, on Coast Division eastward main track, and on Newark Line to signal, 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, one long, two short.
For Yard, one long, one short, one long.
Yard to roundhouse, one long, one short, one long, one short.
Yard to San Jose station, three short, one long, one short.
Yard to old unit of yard, one short, two long, one short.
Yard to drill track, two short, one long, one short.
Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to signal 700 feet east of tower on westward main track.

Westward movement between College Park and train yard will be on drill track unless otherwise instructed by yard master.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track, one short, two long, one short.
For track 51 to train yard or to Campbell line, two short, one long, two short.
For San Jose freight yard, one long, two short, one long.
For Santa Cruz drill track, one long, one short, one long, one short.
For Santa Clara, three short, one long, one short, one long.
From roundhouse to eastward main track, one short, two long, two short.

SAN JOSE—(Coast Division)

Limits extend from signals just west of First Street to signal at Fourth Street.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Whistle signals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short, one long.
For Shed track, one short, two long, one short.
For Eastward main track, one short, one long, three short.
For Security warehouse spur, one long, one short, one long, one short.
For Hunt Bros. plant No. 2, two short, one long, one short.

SAN JOSE—(Western Division)

Limits extend from signals just west of First Street to signal at Third Street.

Whistle signals governing routes as follows:

For Western Division trains to Freight Yard, one long, one short, one long.
For San Jose Yard to Niles line, two short, one long, two short.
For Borchers Spur, three short, one long, one short.
For Hunt Bros. plant No. 1, one short, one long, two short.

WEST SAN JOSE

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

HADLEY TOWER

Limits extend from signal 450 feet east of Tower to signal 10A, located on Eastward main track at crossover switch at Edna.

High two arm signal east of Tower, upper arm governs movement westward on westward main track. Lower arm governs movement against the current of traffic on eastward main track.

High two arm home and distant signal west of Tower, governs movement from eastward main track to single track.

Dwarf light signal, located on westward main track, west of Tower governs when moving from against the current of traffic on westward main track to single track.

High signal S2583 governs movement westward on westward main track, and high signal 10A governs movement eastward on eastward main track.

Dwarf light signal S2581 located between main tracks east of crossovers, governs when moving from against the current of traffic on eastward main track to westward main track.

Dwarf light signal 10B located at base of signal 10A, governs when moving from eastward main track to, and against the current of traffic on westward main track.

When making a crossover movement, or when signals S2583 or 10A are in the stop position, trains must obtain authority from signalman by telephone, located on pole near signal S2583, or at west end station building, and then be governed in accordance with Rule 663.

Whistle signal, one short, one long, two short, will call for movement from single track to, and against the current of traffic on eastward main track.

MISCELLANEOUS

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

When moving stock from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Flagman will protect westward main track taking a position at Signal No. 39. When clear of main track and switches and derail in normal position, foreman will advise flagman at Signal No. 39 by telephone, when torpedoes may be removed.

OUTBOUND: When ready to make the movement, after having eastward track protected, foreman will notify flagman at Signal No. 39 by telephone, who will protect westward track. Then derail will be lined first, then eastward main track switch for crossover, next westward main track switch for crossover and last stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to crossover last. When crossover movement completed and switches normal, foreman will advise flagman at Signal No. 39, who will then remove any torpedoes that may have been placed on westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must make movements to Stock Yards under flag protection.

Westward trains arriving Redwood Junction during early morning hours when impossible to leave ahead of passenger trains, will stop east of Middlefield road crossing so local crews will not be delayed switching spurs.

SAN JOSE-WATSONVILLE JUNCTION

Chittenden. Track nearest County road and parallel thereto is the property of the California Central Railroad and used as interchange from Southern Pacific to California Central Railroad. It is accessible from Southern Pacific main track at east end. Interchange from California Central Railroad to Southern Pacific is on long tail track running west from pocket track adjacent to track of the California Central Railroad. California Central Railroad tracks must not be used beyond frog at west end of their interchange track and cars must not be left standing less than 70 feet from east end of this track.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

SPECIAL INSTRUCTIONS—Continued

WATSONVILLE JUNCTION-SAN LUIS OBISPO

Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

The siding opposite station building, Casmalia, will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

The normal position of junction switch at Felton is for the Vasona Junction-Santa Cruz Line.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz Yard is for siding, where westward trains will enter yard.

1400, 1500, 2400, 3000, 3100, or 3200 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

Eastward trains take full tank of water at Los Gatos except when length of train will block street crossings, when water will be taken at Wright.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Del Monte Jct. and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND COLLEGE PARK, LOGAN AND WEST SWITCH, WATSONVILLE JCT. YARD, AND BETWEEN SAN ARDO AND SOLEDAD A MAXIMUM SPEED OF 60 MILES PER HOUR MAY BE MADE, PROVIDING TENDER IS OF OVER 7,000 GALLONS OF WATER CAPACITY, IF OF 7,000 GALLONS OR LESS MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT OR MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN BAYSHORE AND SANTA CLARA, SAN ARDO AND SOLEDAD AND GUADALUPE AND SURF A MAXIMUM SPEED OF 40 MILES PER MAY BE MADE.

MT 1, 2, 3, 4, 5 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

"TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5	40 MPH
"C" 2 to 10 and 18 to 23 incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"	45 MPH
"M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9	50 MPH

THE SPEED OF 4000, 4100 AND 5000 TYPE OF ENGINE MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; STEINER CREEK VIADUCT 248-C, GOLDTREE; SANTA MARIA BRIDGE 275-C, GUADALUPE; LOS ALAMOS VIADUCT 294-A, NARLON; SANTA YNEZ RIVER BRIDGE 301-E, SURF; CANADA HONDA VIADUCT 308-A, HONDA. THESE CLASSES OF ENGINES MUST NOT BE OPERATED ON SPRECKELS BRANCH OR TURNED ON WYE AT SPRECKELS JUNCTION.

EAST LEG OF WYE SPRECKELS JUNCTION MAY BE USED BY ENGINES NOT LARGER THAN 2, 10, 2 CLASS. SPEED RESTRICTED TO 5 MILES PER HOUR.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Runn'g Light	Yard Engines when running under own steam or towed in trains
2-3-4-5-6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore	45	25	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—San Jose	45	35	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction—Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8–9	San Jose—Logan	50	35	20	35	20
8–9	Logan—West switch, Watsonville Jct. yard	60	35	20	35	20
8–9	West switch, Watsonville Jct. yard—Yard office	45	30	20	35	20
8–9–10	Yard Office—East end double track, Watsonville Jct. (Eastward track)	10	10	10	10	10
9	Carnadero—Tres Pinos	35	30	15	30	20
10	Watsonville Junction—Soledad	50	35	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	35	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Guadalupe	50	35	20	35	20
12	Guadalupe—Surf	50	40	20	35	20
12–13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
13	Lompoc—White Hills	15	15	10	10	10
14	Santa Cruz—Watsonville Junction	30	25	15	25	20
14	Boulder Creek—Felton	20	12	8	12	12
14	Davenport—Santa Cruz	30	30	20	25	20
15	Del Monte Junction—Monterey	40	25	15	25	20
15	Monterey—Pacific Grove	25	18	15	20	20
15	Pacific Grove—Asilomar	15	15	10	15	15
15	Spreckels Junction—Spreckels	..	15	10	15	15
15	College Park—Vasona Junction	40	30	20	30	20
15	Valencia Street—San Bruno via Tanforan	30	18	12	20	20

Disabled engines hauled in trains or running under own steam:	M.P.H.
When main rod only is removed	30
When side rods only are removed	30
When both main and side rods are removed	20
Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified	10
Eastward trains through turn out, end double track, Hadley Tower	30
San Luis Obispo yard, limits indicated by slow boards	15
New Almaden Branch, on curves	6
San Francisco—San Bruno, yard drags: SW type engines	20
San Francisco—San Bruno, yard drags: Other type engines	35
M. of W. crane 4046 with light end forward	25
Through interlocking plants	With caution

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per pour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

	Miles per Hour
San Francisco—San Bruno Line between 3rd and Valencia Sts.	15
Burlingame, trains 72, 82, 27 and 28 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)	30
Redwood City	45
San Jose, unprotected grade crossings	12
Palo Alto (over University Ave. to Lytton Ave.)	20
Gilroy	35
Santa Cruz, Watsonville	20
Hollister	15
Salinas: From westerly city limit signs to Main St.	35
Salinas: From Main St. to Cattleman's Lane	25
Santa Barbara	30

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore	Mariposa St. Bridge	20.9′	See Note 1
1.3	"	"	A.T.& S.F.R.R. Crossing	21.1′	....
1.5	"	"	Tunnel 1	21.9′	7.5′
1.7	"	"	22nd Street Crossing	20.8′	See Note 2
1.9	"	"	23rd Street Crossing	21.1′	See Note 3
2.0	"	"	Tunnel No. 2	21.3′	6.7′
3.1	"	"	Oakdale Avenue	20.8′	See Note 4
3.7	"	"	Williams Ave. Bridge	21.8′	See Note 5
3.4	"	"	Tunnel 3	21.9′	7.5′
4.2	"	"	Paul Ave.	20.2′	See Note 6
4.6	"	"	Tunnel 4	21.1′	6.6′
7.7	Bayshore	So. San Francisco	" 5	21.7′	7.2′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose	Passenger Station	Station Building	20.1′	....
155.3	Espinosa	Coburn	Tunnel 5½	......	8.2′
200.6	Bradley	Nacimiento	Salinas River Bridge	......	7.5′
222.0	Templeton	Asuncion	Road Crossing	20.6′	8.3′
239.6	Cuesta	Thyle	Tunnel 6	18.5′	6.3′
240.2	Thyle	Serrano	" 7	18.3′	6.6′
240.9	"	"	" 9	18.0′	6.7′
241.7	"	"	" 10	17.5′	6.7′
245.8	Serrano	Chorro	" 11	18.6′	6.7′
251.1	Hathaway	San Luis Obispo	Road Crossing	21.6′	7.6′
251.2	"	"	"	......	7.6′
251.8	"	"	"	21.6′	7.9′
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing	......	8.2′
261.7	Tiber	Pismo	Villa Creek, 3rd Crossing	......	7.4′
275.4	Bromela	Guadalupe	Santa Maria Bridge	19.3′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing	21.3′	8.3′
301.9	Ajax	Surf	Santa Ynez River Bridge	21.3′	7.2′
318.3	Sudden	Jalama	Tunnel 12	18.2′	7.3′
334.4	Drake	Sacate	" 13	18.7′	8.1′
335.0	Sacate	Gaviota	Overhead Bridge	......	8.0′
358.2	Vilo	Ellwood	" Crossing	......	8.4′
368.0	Hope Ranch	Santa Barbara	" Bridge	......	7.9′

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

M.P.	East of	West of	Description	Height	Side Clearance
3.0	Valencia St.	Bernal	Dolores Street Bridge	19.1′	7.0′

VASONA JUNCTION—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
32.4	Mayfield	Congress Jct.	Trolley Poles	......	7.5′
45.3	"	"	"	......	7.5′
62.0	Wright	Laurel	Tunnel 1	19.7′	7.7′
64.0	Laurel	Glenwood	" 2	19.6′	6.9′
66.0	Clems	Tank Siding	" 3	21.1′	7.5′
69.3	Meehan	Olympia	" 4	21.3′	7.6′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.2′	7.5′
74.1	"	"	Tunnel 5	16.7′	6.1′
75.5	Rincon	Golf Links	Road Crossing	21.6′	7.6′
78.2	Eblis	Park Street	Tunnel 6	16.9′	6.6′

WATSONVILLE JCT.—SANTA CRUZ

M.P.	East of	West of	Description	Height	Side Clearance
80.1	Santa Cruz	Seabright	San Lorenzo River Bridge	......	7.5′
90.1	Leonard	Robroy	Road Crossing	......	7.8′

DEL MONTE JUNCTION—PACIFIC GROVE

M.P.	East of	West of	Description	Height	Side Clearance
113.5	Nashua	Neponset	Salinas River Bridge	......	7.4′

LICK—NEW ALMADEN

M.P.	East of	West of	Description	Height	Side Clearance
62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3′	6.8′

FELTON—BOULDER CREEK

M.P.	East of	West of	Description	Height	Side Clearance
72.3	Felton	Lime Kiln	San Lorenzo River Bridge	19.3′	7.3′
76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7′	8.0′
78.5	Brookdale	Harris	5th " "	21.8′	7.9′

NOTES

1.—Mariposa St. Bridge side clearance is 4.5′ at a point 17.0′ above top of rail on Eastward Main Track.

2.—22d St. Bridge side clearance is 5.2′ at a point 16.9′ above top of rail on Eastward Main Track, and 6.1′ at a point 17.2′ above top of rail on Westward Main Track.

3.—23d St. Bridge side clearance is 6.0′ at a point 16.5′ above top of rail on Westward Main Track and 6.1 at a point 16.6′ above top of rail on Eastward Main Track.

4.—15th Ave. Bridge side clearance is 5.7 at a point 16.1′ above top of rail on Westward Main Track, and 6.3′ at a point 16.1′ above top of rail on Eastward Main Track.

5.—Williams Ave. Bridge side clearance is 4.8′ at a point 20.9′ above top of rail on Westward Main Track, and 7.2′ at a point 20.9′ above top of rail on Eastward Main Track.

6.—Paul Ave. Bridge side clearance is 5.9′ at a point 18.9′ above top of rail on Westward Main Track and 6.1′ at a point 18.9′ above top of rail on Eastward Main Track.

AVERAGE TARE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Under-frame	Wood
Baggage—60 ft.	93,070	......	......
“ —66 ft.	127,610	......	......
“ —70 ft.	122,620	......	......
“ —70 ft. (with Auto. End Door)	125,800	......	......
“ —(Dynamo)	98,730	......	......
“	......	87,120	81,120
Baggage and Mail—60 ft.	103,620	......	......
“ “ “ —69 ft.	124,760	......	......
“ “ “ —70 ft.	129,140	......	......
“ “ “	......	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.	......	74,000	60,000
“ “ —G.N.Ry.	......	......	70,000
“ “ —A.R.E. No. 40- 154	......	78,000	......
“ “ — “ “ 155- 224	......	89,000	......
“ “ — “ “ 500- 506	......	110,000	......
“ “ — “ “ 1101-1175	......	85,000	......
“ “ —P.F.E. “ 500- 799	......	83,000	......
Tea and Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
“ “ —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	......	84,740
“ —74 ft.	163,900	......	......
Coaches—60 ft.	98,130	......	......
“ —70 ft.	137,640	......	......
“ —72 ft.	139,660	......	......
“ —73 ft.	148,040	......	......
“ —72 ft. (Interurban)	120,000	......	......
“	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
“ “ —Coach	103,875	......	......
Cafe Coach	......	138,600	......
Diner—70 ft.	......	135,930	131,040
“ —72 ft.	155,330	146,930	134,530
“ —77 ft. (Arch Type Roof)	156,000	......	......
“ —77 ft. (Clere Story Roof)	161,520	165,530	......
“ —79 ft.	169,100	......	......
“ —80 ft.	175,200	......	......
Cafe Parlor	148,950	161,200	......
Lounge	173,000	......	......
Observation—75 ft.	154,400	......	......
“ —77 ft.	173,300	......	......
“	......	141,870	121,300
Pullman—Observation	164,600	153,000	......
“ —Observation Lounge	171,200	......	......
“ —Lounge	168,700	......	......
“ —Parlor	155,600	147,500	......
“ —Bedroom Car	167,600	......	......
“ —Standard Sleeper	164,600	144,000	......
“ —Tourist	140,600	133,000	......
Rail Car—Gas-Electric, 400 H.P.	158,400	......	......
“ —Gas-Electric, 600 H.P.	167,200	......	......
“ —McKeen—55 ft.	64,140	......	......
“ — “ —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Mgr.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
So. San Francisco.	Dr. Edwin I. Bartlett	District Surgeon.
So. San Francisco.	Dr. Mark D. Lessard	Asst. District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
Burlingame	Dr. H. A. Macomber	District Surgeon.
San Mateo	Dr. Carl L. Hoag	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. L. E. Phillips	Emergency Surgeon.
Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. R. P. Gober	District Surgeon.
Ben Lomond	Dr. W. A. Phillips	District Surgeon.
Santa Cruz	Dr. P. T. Phillips	District Surgeon.
Santa Cruz	Dr. A. Phillips	Asst. District Surgeon.
Davenport	Dr. J. J. Gaynor	Emergency Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. H. J. Arnold	Asst. District Surgeon.
San Jose	Dr. D. A. Beattie	Consulting Surgeon.
Morganhill	Dr. L. V. Saph	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. F. E. Weibe	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. Wm. McNaul	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry.	Emergency Surgeon.
San Luis Obispo	Dr. H. A. Gallup	District Surgeon.
San Luis Obispo	Dr. F. R. Mugler	Asst. District Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.92		
	S. P. Co.	10.37	365.29	
End Western Division to San Jose	C. P. Ry.		1.51	
End Western Division to Santa Clara	S. P. C. Ry.		1.24	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
Total First Main Track				369.41

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	65.98		
	S. P. Co.	10.37	76.35	
Redwood Jct. to Sweeny	C. P. Ry.		1.32	
Total Second Main Track				77.67
Total 1st and 2nd Main Track				447.08

First Branch Track

Campbell to Almaden Junction	S. P. C. Ry.		9.12	
Felton to Boulder Creek	S. P. C. Ry.		7.50	
College Park to Santa Cruz	S. P. C. Ry.		34.76	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Surf to White Hills	S. P. R. R. Co.		14.31	
Mayfield to Vasona Junction	S. P. Co.		16.27	
Del Monte Junction to Lake Majella	S. P. R. R. Co.		19.61	
Lick to New Almaden	S. P. R. R. Co.		7.71	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.84	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Total First Track				178.74

Second Branch Track

San Francisco to San Bruno via Valencia St.	S. P. R. R. Co.		5.11	5.11
Total Branches				183.85
Total All Tracks Coast Division				630.93

RATING OF ENGINES—COAST DIVISION—For Through and Local Trains in Ms of 1000 lbs. Back of Tender. Revised as of May 13, 1931.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco & Watsonville Jct. Santa Margarita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
E-23	E-73 20/24 92	1433 to 1458	190	2300	2000	530	470	1300
E-23	E-73 20/24 101-S							
E-27	E-73 20/26 113-S	1526 to 1540	210	2800	2450	670	600	1600
M-4	M-63 20/28 126	1615 to 1719	190	2950	2550	780	700	1750
M-4	M-63 20/28 135-S							
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	3150	990	890	2150
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	3350	1050	950	2250
Pr-1	Pr-70 23/28 137-S	1900 to 1903	170	3350	2950	850	760	1950
Pr-2	Pr-70 23/28 141-S	1904, 1905						
T-1	T-63 20/26 112	2235 to 2273	180	2650	2300	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2300	200	3400	2950	860	770	1950
T-23	T-63 21/28 148-S	2301 to 2310	210	3800	3350	1050	940	2250
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	3800	1150	1050	2550
P-10	P-73 25/30 181-SF	2478 to 2483	200	4600	4000	1200	1050	2650
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	3200	900	800	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	4400	1250	1150	2900
C-9,10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	3950	1300	1150	2700
C-9,10	C-57 22/30 200-SF							
C-8	C-57 22/30 192-S	2698 to 2749, 2751						
C-5	C-57 22/30 187-S	2624 to 2679						
C-5	C-57 22/30 185-S	2680 to 2693						
C-5	C-57 22/30 180	2624 to 2679	200	4100	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693						
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	3050	950	850	2050
TW-8	TW-54 23/32 161-S	2914 to 2921-2923	190	3900	3200	1050	950	2250
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	2500	800	700	1700
TW-2	TW-50 20/26 118	2946 to 2953						
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	2500	630	550	1700
Mk-2, 4	Mk-57 23¾/30 206-S	3200 to 3240	210	5400	4650	1500	1350	3200
Mk-2, 4	Mk-57 23¾/30 206-SF							
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 210-SF							
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	5800	1900	1700	3950
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	7000	2350	1900	4750
F-5	F-63 29½/32 306-B/62-SF	3764 to 3768						
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	5750	1800	1550	4000
Sp-1	Sp-63 25/28-32 316/B-60SF	5000 to 5048	225	8000	7900	2600	2100	5300
Sp-2, 3	Sp-63 25/28-32 317/B-61SF							
Allowance for Empty and Underloaded Cars—M's		Less than 40 M's		6	6	3	3	3
		40 M's to 50 M's		3	3	0	0	0
		More than 50 M's		0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\,\frac{22}{30}\,187$

CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado" "P"—Pacific Type "E"—Eight-wheelers "Pr"—Prairie Type "Mt"—Mountain Type "S.P." Southern Pacific Type

COMPANY HOSPITALS

GENERAL HOSPITAL	San Francisco
EMERGENCY HOSPITAL	Third and Townsend Streets, San Francisco
EMERGENCY HOSPITAL	Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Del Monte Jct., San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. P. HOPKINS	San Francisco
H. R. HUGHES	Watsonville Jct.
J. M. CARDWELL	San Luis Obispo

E. C. PEARCE
T. W. CARDWELL
Terminal Trainmasters, San Luis Obispo

ASST. CHIEF TRAIN DISPR'S

J. A. STONE	San Francisco
D. W. BROPHY	San Francisco

CHIEF TRAIN DISPATCHERS

I. J. ONYON	San Francisco
A. S. BRAINARD	San Luis Obispo

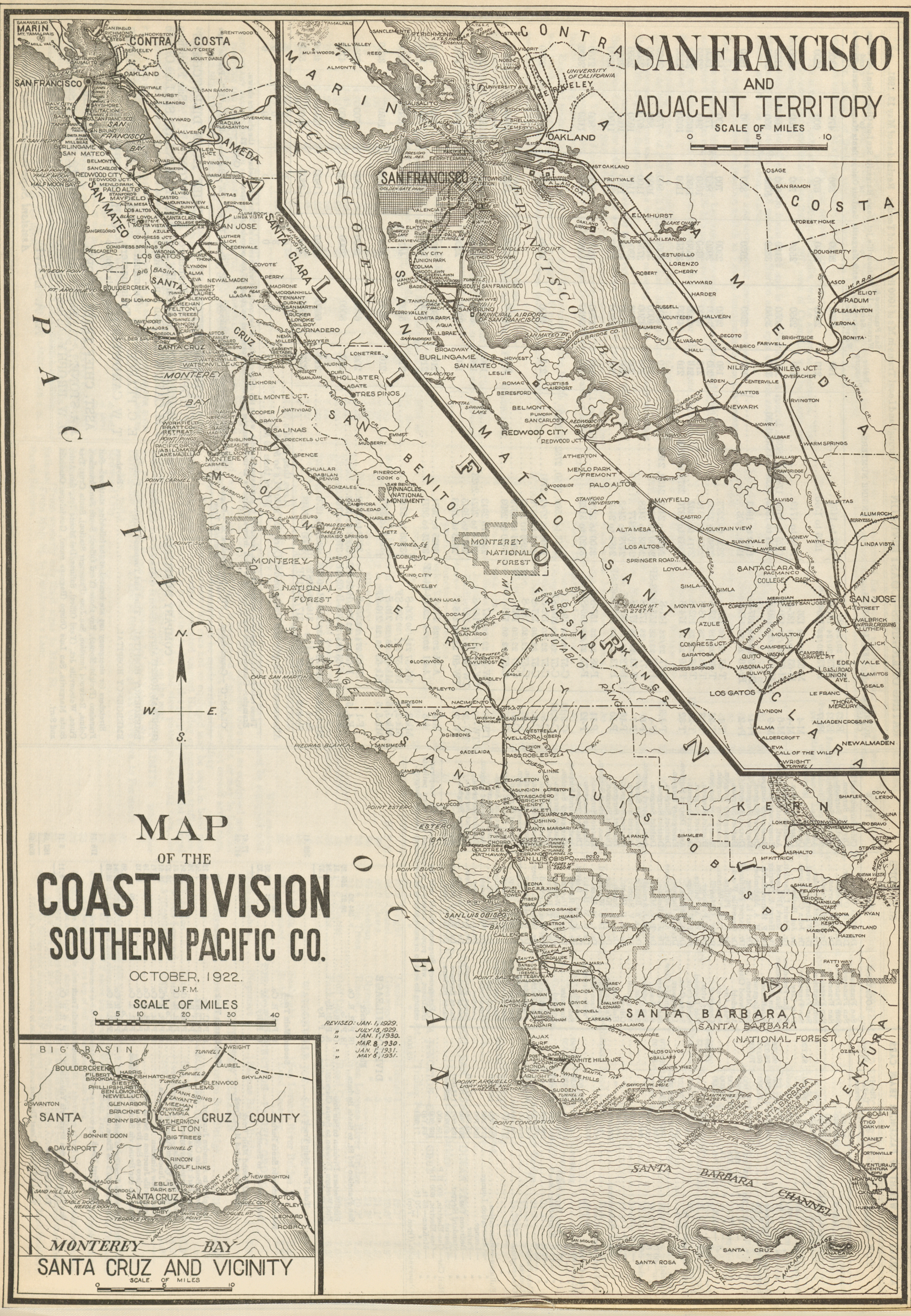
ROAD FOREMEN OF ENGINES

C. H. HOLDREDGE. San Francisco

EXAMINER

J. T. BELL..........San Francisco

A. A. LOWE,
Assistant Superintendent, San Francisco.



MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.
OCTOBER, 1922.
J.F.M.

SCALE OF MILES

REVISED: JAN. 1, 1929.
" JULY 15, 1929.
" JAN. 1, 1930.
" MAR. 8, 1930.
" JAN. 1, 1931.
" MAY 8, 1931.

SAN FRANCISCO
AND
ADJACENT TERRITORY
SCALE OF MILES

SANTA CRUZ AND VICINITY
SCALE OF MILES

0 5 10 20 30 40
0 5 10
N. S. W. E.
PACIFIC OCEAN
MONTEREY BAY
SANTA BARBARA CHANNEL
SAN FRANCISCO
OAKLAND
SAN JOSE
SANTA CRUZ
MONTEREY
SALINAS
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
MONTEREY NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
POINT CONCEPTION
POINT ARGUELLO
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SAN BENITO
MONTEREY
SAN LUIS OBISPO
KERN
KINGS
FRESNO
CALIFORNIA
SANTA CRUZ COUNTY
BIG BASIN
MONTEREY BAY